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CARRIER CENTURY
8-page special feature inside

WHY MORE PEOPLE ARE TO GET THIS WORLD WAR MEDAL p32

ADMIRAL TO LEAD NAVAL-RAF FORCE

A ROYAL Navy officer is to head a new fixed-wing maritime group encompassing RAF Harriers, Naval Sea Harriers and the RAF's Nimrod maritime patrol aircraft. The move is seen by the Chiefs of Staff as a "crucial first step" in the formation of an RN-RAF air strike force.

The Maritime Group will be under the command of a Rear Admiral who will in turn come under the authority of RAF Strike Command which has its headquarters at High Wycombe in Buckinghamshire.

He will also take over from Flag Officer Naval Aviation (currently Rear Admiral Iain Henderson) as the head of maritime aviation and as the authority for all maritime aviation standards and practices. Speculation that the new post will be titled Flag Officer Maritime Aviation has not been confirmed.

The RN-RAF fixed-wing strike force - Joint Force 2000, announced under the Strategic Defence Review - will itself be commanded by an RAF Air Commodore under the Maritime Group commander. *Navy News* understands that the changes are likely to be made by the year 2002.

In a joint signal to all RN and RAF establishments, the First Sea Lord and the Chief of the Air Staff (Admiral Sir Michael Boyce and Air Chief Marshal Sir Richard Johns) point out that the JF 2000 commander will be "a potential joint force air component commander for operations."



TOUCHDOWN!

... is the title of this picture of an RAF GR7 Harrier in HMS *Invincible* which won for the photographer, PO(PHOT) Wayne Humphreys, the Maritime Books award in this year's Peregrine Trophy competition. More of the Navy's top shots appear in our special feature in pages 20-21.

That could mean that the Air Commodore might be required to go to sea with a carrier task group, although a Ministry of Defence spokesperson said that the details were still under study.

The Chiefs of Staff signal says: "The impact of all these changes on current command structures and command relationships will be the subject of further detailed work."

The planned changes further emphasise

"jointery" in the Armed Forces, and are included in the interim findings of the JF 2000 study team which reports to the Chiefs of Staff.

"Although the study team has considerable further work to do before it produces its final report for consideration early in the new year, the way ahead is now becoming clearer," says the signal.

Work will also continue on the most suitable option for the Future Carrier Based

Fighter, while in the medium term the study team will continue consultation on collocation of the Sea Harrier and Harrier GR7 units.

The Chiefs of Staff have, however, stressed that full account must be taken of the needs of the people involved, which would mean that collocation would probably not happen for the next four to seven years.

Over the next few weeks the study team

will be visiting the units most closely involved to set out their findings in more detail.

"JF 2000 is a radical and exciting initiative, to which we are fully committed," say the Chiefs of Staff.

"It is a clear example of how, working together, our Services can provide joint capabilities while retaining the single-Service ethos that is so important in warfighting."



Roebuck's dome run

THE MILLENNIUM dome presents a new landmark for survey ship HMS Roebuck as she makes her way up the Thames for a four-day visit to the capital. Her stand-off in London provided a break from her hydrographic work in the North Sea. Picture: LA(PHOT) Andy White.

CASH SHORTAGE FORCES 'SAD' DECISION

COMBAT STRESS HOME TO CLOSE

SHORTAGE of funds is forcing the closure of a residential home for 40 elderly people being cared for by Combat Stress – the Ex-Services Mental Welfare Society.

Computer boosts mine ops planning

A COMPUTER system which will greatly enhance the planning and operation of the Royal Navy's mine counter-measures has been installed at the Hydrographic Office at Taunton.

The Route Survey Database (RSDB) will keep a geographic database of contact and environmental information and will perform a wide range of tasks in the manipulation and processing of a large amount of data.

The Mine Warfare Tactical Support System (MTSS) was brought in in the early 1990s as a sonar contact database to interface with Hunt-class and Sandown-class minehunter systems.

But while it can display, update and store information on seabed contacts located by MCM vessels, unlike RSDB it is unable to store all the environmental and survey data which may be needed in future MCM operations.

At present the system is undergoing trials which are expected to continue well into next year.

More information is contained in DCI RN 147-8/98.

Oops! That was Argus not Argos

A LARGE crane called in to assist in the refit of RFA Argus on the Tyne caused traffic chaos in Gateshead – when it was sent to the Argos store in the town's shopping centre.

The crane had been contracted by AMP Tyne who are carrying out Argus's refit at their North Shields shipyard.

As Navy News went to press, Argus was due to return to Portsmouth before beginning operational sea training at Plymouth.

The residents of Kingswood Grange in Surrey will be rehoused before the home is closed by next September. There will also be some staff redundancies.

"It was a difficult and hard decision to take and a very sad one," said the Director of Combat Stress, Brigadier Tony Dixon. He said Kingswood Grange had been a cornerstone of the way in which the Society had provided for those who were unable to help themselves.

However, the overall level of fees from Social Services were "seriously inadequate", in many cases falling far short of the £350 weekly cost of each resident. At the same time donations from the public had been insufficient.

Major Colin Crawford, Assistant Director of the Society, told Navy News that the residents were sad at the upheaval. "It is an upset for people who have come to consider Kingswood Grange as their home, but they are taking the news stoically," he said.

"They know we will not turn them out on the street, and we are taking our time over the closure so that we can place all of them in alternative accommodation of equivalent standard."

He said the veterans would be placed in ex-Services people's homes if possible, or in other homes for the elderly.

The Society has promised continued support for the residents from Combat Stress's network of 12 regional welfare officers.

Closure of the home will release funds urgently needed by the Society to support a high level of demand for 4,000 of its clients living in the community who need nursing, convalescence or respite care in Combat Stress's three nursing homes.

£1m appeal to finish ship restoration

A £1 MILLION appeal has been launched to enable the completion of a ten-year restoration project for the 19th century frigate Trincomalee.

The ship, which for 55 years was moored in Portsmouth harbour as the Foudroyant, was taken to Hartlepool in 1987 where the Foudroyant Trust began her restoration in

1990. The work is expected to be complete by May 2000, assisted by a gift of £125,000 from the Corporation of Trinity House.

The present Trincomalee Trust was incorporated in 1992 when the ship reverted to the name she was given at her launch at Bombay in 1817. The Trust has raised over £10 million for the project so far.

The highly skilled work by the Trust's 48-

strong full-time staff has enabled the maximum original fabric of the ship to be retained, with preservation of at least 60 per cent of her original timbers.

When the project is complete the Trincomalee will be berthed in the Jackson Dock area of Hartlepool's marina development where it is expected she will become one of the North East's leading tourist sites.



Big-time Scrabble win by Naval side

FOR THE 50th anniversary match of Scrabble, in which the Royal Navy and Royal Marines took on the Parachute Regiment, it was not so much big words that mattered – but big letters.

In fact, each of these 100 word tiles were 2m. square, with the Scrabble board occupying 30 sq metres of Wembley football pitch.

It was the largest game of Scrabble in the world, won by a very small margin – two points – by the Navy and Marines. The 90-minute tournament, on October 13, was played out before the press and an invited audience, and the cup was presented in true Wembley style to the captain of the winning team, Lt Rebekah Shaw (right).

The rival teams were placed at opposite sides of the pitch and each captain passed instructions on to their 14 tile carriers as to where the tiles should be placed.



Pictures: LA(PHOT) Dave Coombs

ADAWS 20 and her colour tactical displays in her operations room will give her greatly improved air warfare capability. Her anti-submarine capability has also been upgraded by STWS 3 twin torpedo launchers and a 2070 towed decoy system.

Communications have been improved with the adoption of Navystar, a whole-ship system which enhances information flow and gives her the e-mail facility alongside and at sea.

All four of the ship's gas turbine engines and her four generators have been replaced, a new integrated galley has been fitted, and her hull and superstructure repainted.

Exeter, under the command of Cdr Paul Bennett, returned to her home port of Portsmouth on October 9 after sea trials in the Forth exercise areas. She was visiting Cherbourg later in October before further sea trials and operational sea training.

HMS Exeter has been presented with the carved lid of a box belonging to a former Royal Marines gunner who served on the wartime cruiser of the name.

RM Gunner W. K. Evans, now aged 80, lives in Australia and was a member of the ship's company of the old Exeter when she was sunk by the Japanese in the Java Sea in 1942.

He survived capture by the Japanese and, when HMS Monmouth visited Brisbane in 1995, he gave the box lid to the Commanding Officer to pass it on to Exeter.

Quorn finds crashed jet

AN RAF Jaguar fighter which crashed into the sea off Norfolk was found by minehunter HMS Quorn using her remote control submersible.

The RCMDV (Remote Control Mine Disposal Vehicle) was equipped with a TV camera. Video footage of the wreckage was transferred ashore by RAF Sea King.

Quorn had been diverted from fishery protection duty to search for the aircraft, whose pilot had ejected safely.

As reported in the October edition of Navy News, a Royal Navy Sea King helicopter from 820 Naval Air Squadron ditched in the sea while searching on September 4. The crew were rescued and the helicopter salvaged.

Walker the Atlantic warrior

THE DUKE of Edinburgh unveiled the £50,000 bronze statue by Tom Murphy of Capt F.J. 'Johnnie' Walker CB, DSO*** at the Pier Head, Liverpool on October 16.

Members of the Captain Walker's Old Boys Association were among the guests as the Duke went on to commission the new Royal Naval Headquarters Merseyside at Brunswick Dock.

The leading Allied escort commander during the Battle of the Atlantic, Walker died in July 1944 of a stroke brought on by overwork. He was 48.



IN BRIEF

A NEW Mastercard to mark the merger of SSAFA and the Forces Help Society has been launched through the Bank of Scotland. There is no annual fee and a percentage of the value of each transaction goes to the charity at no extra cost. Call Freephone 0800 716097 for details.

STAN SKIPPINGS MBE, ex-Royal Marines and just retired after five years as Chairman of the The Nautical Club, Birmingham – he has served on the committee since 1977 – was invited to spend a day on board his wartime ship, HMS Belfast.

THE NAVAL Christian Fellowship celebrated its 50th anniversary with a Service of Thanksgiving at Portsmouth Guildhall, at which a wooden plaque was presented by members of the Netherlands Military Christian Fellowship, bearing the inscription "The people that do know their God shall be strong and do exploits" (Daniel 11.32).

CAPTAIN Base Personnel at Devonport, Capt David Tall, read a story to children at the Crownhill RN Pre-school to help launch the National Year of Reading.

HMS NOTTINGHAM provided a guard of honour at the annual outdoor assembly of the Isle of Man parliament, the Tynwald, also featuring the combined bands of HM Royal Marines Scotland and BRNC Dartmouth.

Building starts on Falklands chapel site

ADMIRAL Sir John Woodward, Commander of the RN Task Force in 1982, has cut the first turf at the site of the Falkland Islands Memorial Chapel at Pangbourne College, Reading.

Beaver says goodbye to Bolton

BOLTON firemen and sailors from HMS Beaver joined forces in a 400-mile cycle run up from Devonport to raise money for the city's Royal Hospital (see page 10).

The event marked the Type 22 frigate's last visit to Bolton before she goes out of service next March.

Said Civic Affairs Chairman Cllr Cliff Morris: "This is sadly the end of Bolton's link with the Royal Navy which dates back to the last war when the people of the Borough raised more than a million pounds in a week to build HMS Dido."

HMS Dido was sold to the RNZN in 1983, and Bolton adopted HMS Beaver, launched the previous year, when her captain wrote to the City Council asking that the affiliation be restored.

Sailors from HMS Beaver built an access slipway at High Rid Reservoir which will enable people who are wheelchair bound to enjoy sailing.

This completed work on the project which they began earlier this year by building a jetty there.

The Chapel Trust, of which he is Chairman, has spent the past four years raising £1.3 million towards the project's total £1.8 million budget – most of the rest of the funds to be raised will go towards fixtures and fittings.

The design, by Crispin Wride Architectural Design Studio, Reading, was approved at the end of a nation-wide competition sponsored by the Royal Fine Art Commission.

"We've all worked long and hard to get to this stage – with many, sometimes seemingly insuperable hurdles along the way," Admiral Woodward told Navy News.

"But here we are beginning work on this longed-for building and, assuming we can attract the remainder of the funds for the interior, we shall have a finished memorial chapel by October 1999 – a great celebration for the Millennium and all the families who lost sons, fathers and husbands in 1982.

"My colleagues and I are honoured to have been able to give the nation – and Pangbourne College which will look after it for us – this very special memorial"

For further details, contact Angela Perry, Secretary to the Trustees, Falkland Islands Memorial Chapel, c/o Pangbourne College, Reading RG8 8LA. Tel 0118 9842101 or 01295 730477.

Docs pruned back to pick up the plums

CHANGES in the reporting system for ratings and Royal Marines other ranks will scrap seven forms and replace them with three in a comprehensive review of Service documents.

The old forms were found to be outdated and lacking in coherence by the Rating Corps Study Group. Information was duplicated between different forms and some had "dubious relevance". The new, open reporting system, approved by the Naval Secretary, is designed to identify the most able.

A review of work relating to character and efficiency assessments is well advanced, and other changes in the reporting system are planned, relating to Service certificates, history sheets and discharge documents.

The changes recognise the importance of continuous professional and personal development, and the new records will go beyond promotion and performance to incorporate work objectives and in-unit training.

Forms which will disappear are C2641, C264, C281, S206CW, C365A, R141 and CR1. They will be replaced by forms S3300a-c covering job description, training and development, and appraisal in that order.

Documents will be more streamlined and more logically presented, and copies of reports will be given to those to whom they apply.

Accumulated records will provide individuals with evidence which could help in gaining civilian qualifications and accreditations such as NVQs, and provide a portfolio of work and training experience to show prospective civilian employers.

Full details appear in DCI RN 135/98.

Edinburgh in Graf Spee ceremony

VISITING Montevideo, a party from HMS Edinburgh restored British Service graves at the Bueco British Cemetery.

A wreath was also laid at the German cemetery where casualties from the Graf Spee, scuttled after the Battle of the River Plate in 1939, are buried.

The ceremony – believed to be the first attended by a Royal Navy ship – was also attended by representatives from the German Consulate and the British Embassy.

HMS Edinburgh, a Type 42 destroyer, has been the Falkland Islands Guard Ship. She returns to Portsmouth on November 26.

JACK ET JACQUES Les Movie Extras

(Avec le film crew d'Eon Productions on board HMS Sutherland, somewhere dans l'Atlantique du Nord)

'Cut! Cut! Hélas, darlings – nous ne sommes pas quite there. Une fois encore, boys et girls, s'il vous plaît. Love le chapeau avec le cheeky pompon rouge, darling! OK – sommes nous rolling? Take 96!'

'Si Michael m'adresse comme "darling" just une more fois, Jack, je will thump 'im ... Qu'est-ce que c'est anyway, ce film?' 'Oh, c'est le latest James Bond movie, Jacques. Thunderpussy est le working titre, je crois. Ou so Michael m'a dit.'

'Vous êtes kidding moi, Jack! Vraiment? C'est terrible, ça! J'aime beaucoup les Bond films! C'est ma lifetime ambition to be dans un Bond film! J'ai cru que c'était un de ces crummy training films! Donnez moi une idée du plot, Jack!'

'D'accord. Écoute, Jacques. Un bald nutter avec un curieux mid-European accent et une blanche moggy est going to start World War Trois par inserting un virus dans l'Internet. Bill Clinton, Tony Blair, Boris Yeltsin et Bill Gates – les quatre hommes plus importants du monde – sont à une summit conference à Monte Carlo. Bill Gates a informé le reste du Big Four 'ow to break le banc du Casino avec une pièce de Microsoft software que s'appelle "Thunderpussy". C'est irresistible pour Tony, Boris et Bill C, naturellement! Mais ils ne savent pas que le virus inserted par le bald nutter will trigger le release d'un missile on board HMS Sutherland – notre bateau, Jacques! – that will, avec spot on accuracy, oblitérer le casino et tous les monde leaders dans un single stroke!'

'Fantastique, Jack! C'est un plot très original! Et seulement Cdr James Bond peut sauver le jour?'

'Oui. Pas de worries, Jacques. 007 est aussi à Monte Carlo, comme d'habitude – et il n'a jamais fait un mistake sur le roulette wheel! A la dernière moment, il switches tous Bill Gates' microchips de noir à rouge! Puis il grabs Tony, Boris et les deux Bills – plus la blonde croupière – straps them altogether around son personal rocket back-pack – et whoosh! Ils sont jetté into la Méditerranée, ou il y a un autre handy Type 23 frigate nearby. M est très pleased! Par le way, le missile, très confused, turns back to Spectre HQ et vapourises le bald nutter. Et tragically, sa blanche moggy aussi. Brigitte Bardot est desolé, je crois ... En route au frigate, of course, Monsieur Kiss Kiss Bang Bang a jettisoné Tony, Boris et les deux Bills into l'oggin. M est furieux – mais who cares about them? Enfin, Bond et la blonde croupière sont happily shackled up dans un dinghy, 'aving un nice snog. Les credits roulent. Fin.'

(Back to le filming)

'Silence, darlings – comme j'ai dit, c'est un take! Je require un element de realism cette fois! Fire le missile, Jacques! Action!'

(Jacques est inspiré! Il hits le bouton rouge! BOOOOM! Et puis le voix du Capitaine de HMS Sutherland resonance dans l'Operations Room.)

'Qui a ordered le release d'un Sea Dart? Il a just taken out l'hélicoptère carrying le film crew de Thunderpussy. C'était très réaliste! Je suis chuffed aux pièces! Mais was it what vous avez désiré, Michael?'



Illustrations par TWA



Sea Dart makes way for Harriers



● Piped ashore – Senior staff on HMS Illustrious give the last of the system a traditional farewell

ENGINEERS extending the flight deck of HMS Illustrious achieved a major milestone with the removal of her 32-ton Sea Dart launcher.

The missile system's removal makes more room for RAF Harrier GR7 ground attack aircraft and gives extra ammunition storage space for all aircraft and helicopters on the ship.

As the Sea Dart system began a two-day journey to Vickers, where it will be used as a maintenance reference unit, the equipment spaces were handed over to contractors Fleet Support Ltd.

Much of the additional construction work for the new configuration has already taken place in FSL workshops.

The pieces are being craned on board and fitted together section by section and the work should be finished in January.



● A delicate moment as the 32-ton Sea Dart system is lifted clear

Drafty

Engineering opportunities

VOLUNTEERS from MEM1s or equivalent, ideally with full Mechanical Operating or Auxiliary Machiners Certificates, are required for service in all Minor War Vessels in all Port areas.

If you wish to be considered for these rewarding billets then inform your drafting desk by forwarding a C240 or updating your C230.

Remember, your Divisional Officer will need to be convinced that you are a worthy candidate and that you satisfy all of the qualities specified in BR14 Article 0608.

Service in a MWV could be particularly attractive if you have a preference to serve in Scotland which is also the base for the Northern Ireland Squadron. For further drafting information regarding service with the NI Squadron, see BR14 article 0606.

What is significant here is that the more 'ticket holders' there are, the greater flexibility and choice the drafting desk has when framing subsequent drafts.

So the moral is to get yourself up to full MEMOC as soon as possible and enjoy the financial rewards as well as widening your drafting options and opportunities. Also, encourage a friend who will then be able to afford to buy you a beer in gratitude!

MARINE ENGINEERING MECHANIC OPERATING CERTIFICATE

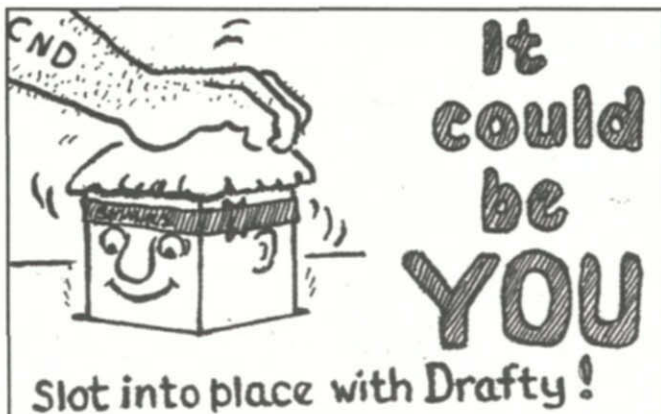
As many will recall, the introduction of MEMOC in 1994 replaced the Auxiliary Machinery Certificate (AMC) with the Marine Engineering Mechanic Operating Certificate (MEMOC).

A full MEMOC, comprising parts A, B and C entitles the holder to Scale B pay. To date there are 176 people fully qualified with MEMOCs and a total of 556 with full AMCs.

MEBD – THE NEXT LOGICAL STEP

The non-specialist or common MEM has been at sea since 1994 and now comprises 55% of all General Service MEMs at AB level or below. By all accounts, the new style MEM has provided the employment flexibility required, so the next step is now being considered, especially as they are now passing for LMEM.

Logically, the non-SQ'd principle should now be extended to the



introduction of common LMEMs as the means of providing multi-skilled personnel required for our increasingly lean-manned ships.

The work to introduce such a change is considerable and is now very much in its embryonic phase, and not yet even approved policy.

Though just a tit-bit of information at this stage, it may help you see your own way into the future. Remember, you read it here first....

ADVANCEMENT TO CHARGE CHIEF MEA

DCI RN 200/97 introduced the process of Selection for CCMEA and included transitional arrangements to see out the old system by allowing conventional Fleet Boards to continue until this month.

The transitional arrangements also included a check which ensures that late Fleet Board takers will not benefit over those selected for CCMEA Qualifying Course.

Consequently, those who passed a Fleet Board after April 2 and before 12 November will not be eligible for promotion before November next year at the very earliest, after all those selected have completed the Qualifying Course and received B13s.

Whilst the transition from old to new is underway there will be a continuing shortage of CCMEAs to fill complement billets.

To overcome the problem and to make the best of newly proven talent, many who passed the traditional Fleet Board after April will find themselves in CC billets ashore and non-charge CC billets at sea where the Local Acting CC rate may be appropriate.

ACCESS TO DRAFTY

As most GS engineering senior rates will be aware, D2 drafting sections welcome telephone calls from individuals and their employers to discuss availability, filling of billets and other drafting matters.

unlike their predecessors, they are not available to fill POWEA billets.

A complicated story but it has already resulted in extensions of First Sea Drafts (FSDs) to 30-33 months, and the need to draft CPOWEAs to CPOWEA or POWEA billets which would previously have been filled by POWEAs, and in a few cases to designated POWEA billets. Though there is a resultant reduction in Achieved Time Ashore (ATA), none of the four WEA categories is yet at Minimum Time Ashore (MTA).

WEA(AD)

This is the category worst affected and to alleviate the difficulties in this category the Branch Manager in DNM has authorised the drafting of FSD WEA (CEW)s, of which there has for some time been a surplus awaiting FSD, into WEA (AD) sea billets.

Needless to say, long waiting times for FSD WEAs have now been eliminated. Of course there has been a 'knock-on' effect ashore with gapping on the increase, especially in WEA (AD) billets.

This means that any surplus ratings will almost certainly need to be drafted to fill these gaps, thus reducing the chances of being carried as an 'additional' in their preference area.

A SOLUTION

It is hoped that the shortages are temporary and that the bearings of WEA categories will be restored to true requirement levels in the not too distant future. Meanwhile applications for short extensions of service (one or two years) for WEAs in certain specialist skill areas to fill particular billets will be given favourable consideration.

Enquiries in the first instance to D2WEA, please.

WEAS GENERALLY

For some time the WEAs drafting plot has been relatively healthy with few gapped billets and a surplus in some categories resulting in additional manpower, particularly in Devonport.

This situation is now changing with insufficient numbers of POWEAs joining the trained strength to make up for those leaving or being promoted.

The situation is also exacerbated by LWEAs in the new WE Artificer 2000 scheme being drafted, in the main, to complemented LWEM/LOM billets and hence,

SITUATIONS VACANT

THE FOLLOWING are details of jobs for which the Naval Drafting Service is seeking volunteers.

CPO (any) for FOTR: a shore billet based in the London area, CCF training and liaison, required April for 30 months.

LMEM(M) for HMS Illustrious: a sea-going billet based in Portsmouth, normal LMEM(M) duties, required June for 30 months.

LMEM(M) for HMS York: a sea-going billet based in Portsmouth, normal LMEM(M) duties, required June for 30 months.

LMEM(L) for HMS Fearless: a sea-going billet based in Portsmouth, normal LMEM(L) duties, required May for 30 months.

LMEM(L) for HMS Gloucester: a sea-going billet based in Portsmouth, normal LMEM(L) duties, required May for 30 months.

MEM1/MEM(M) for HMS Ocean: a sea-going billet based in Devonport, MEM/AMC required June for 30 months.

MEM1/MEM(M) for HMS Shetland: a sea-going billet based in Portsmouth, MEM/AMC and small ships recommendation required from June for 21 months.

MEM1/MEM(M) for HMS Ledbury: a sea-going billet based in Portsmouth, MEM/AMC and small ships recommendation required from June for 30 months.

MEM1/MEM(M) for HMS Endurance: a sea-going billet based in Portsmouth, MEM/AMC required from June for 24 months.

CCMEA for Brunei: Local Foreign, Service, Marine Engineering Training Instructor, required July for 27 months.

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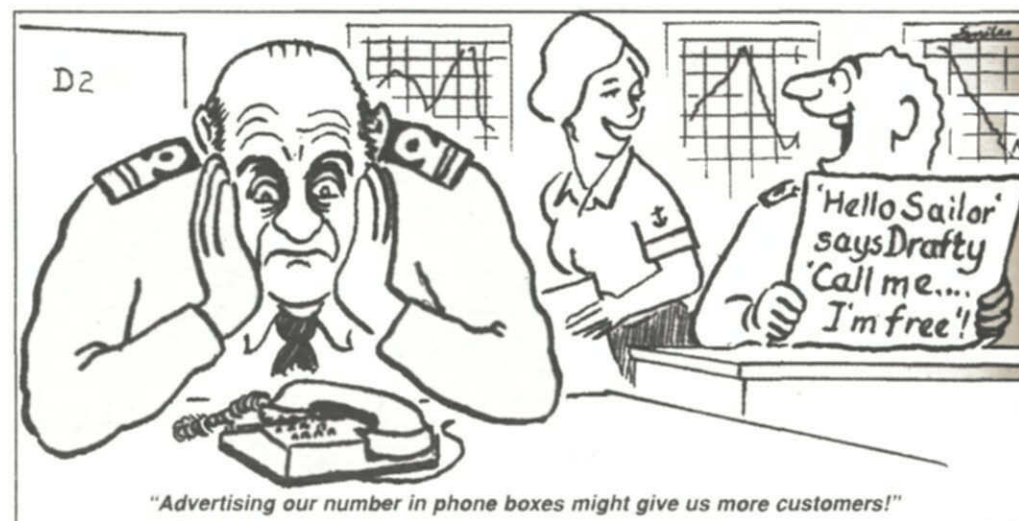
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JACK

BY TUB



Nowhere to sleep?

IN YOUR August issue you included an impressive pull-out of the Trafalgar-class submarine. It is carefully annotated so that both the picture and the legend can be compared.

But unfortunately I cannot find any reference to officers' sleeping quarters or Wardroom - have I discovered a colossal cock-up? - T. L. Squires, York.

A problem with this sort of illustration is that some compartments will mask others - not all of them can be shown from one perspective. - Ed.

Thanks for the plug

NOTING in a recent edition of Navy News that enlistment is being encouraged for a short period with the possibility of a longer term it struck me this could be the answer to the recruiting problem. So I contacted Radio Nottingham to this effect and in consequence, along with the area Recruiting Officer, had a session on air promoting the advantages of today's Navy, the good pay, food, onboard conditions and the prospects of foreign service.

I don't know whether it did any good - worth a try, though. - G. K. Smeeton, ex-PO AA/1, Nottingham.

A spokesman for the Directorate of Naval Recruiting told Navy News: "Only those who've done it can tell young people what Navy life is really like. DNR could do with more of this form of assistance."

Spot the difference

REGARDING W. Reid's query about binoculars (September issue), I have a pair of Barr & Stroud CF 25s stamped with AP 1949 7 X. On each individual focus there is a lever which when moved gives yellow filter/part sunglass/deep sunglass across each viewing.

I have been told this could be an FAA observer's spotting glass. - T. Pond, Westcliff on Sea.

Union Jack - high time to make it legal

I STRONGLY endorse the comments about the Union Jack by Cdr Bruce Nicolls, but I would also like to bring to your attention a matter of far greater concern than the flag's name.

Readers may be surprised to learn that the Union Jack has never been declared as the national flag of the United Kingdom by any constitutional instrument or legal process.

St George's Cross was adopted by the English around the 13th century and St Andrew's Cross by the Scots even earlier. The so-called St Patrick's Cross was borrowed from a family coat of arms to represent Ireland in 1801, whilst the Welsh flag was given Royal approval as recently as 1959.

Meanwhile the status of the Union Jack rests solely on a couple of answers to parliamentary questions; one in 1908 (as Cdr Nicolls pointed out) and another in 1933.

This is quite extraordinary, because the flag has been in use since 1606 when the original version was adopted, although it was never intended to be flown on land.

After political union in 1707 it remained forbidden for civilian use at sea, and it is still a criminal offence for a British citizen to fly their flag in any private vessel.

Thus, after nearly 400 years our famous Union Jack suffers from several ambiguities which should

never befall a national flag:

- It has never been declared in law to be the national flag of the United Kingdom.
- It has no legal standing on land for use by the general public
- It is a criminal offence for a private citizen to fly it afloat.
- Its design, colours and proportions are not well understood nor laid down in law.
- Its background has progressively darkened and is no longer a true Scottish lighter blue.
- It is most commonly made in unsuitable proportions, being rather too long for its width.
- Its dual names frequently confuse and many people are

unsure which way up to fly it.

It is high time we citizens of the United Kingdom had a properly constituted national flag to call our own, defined and established within the laws of the land, and which we are encouraged to fly in accordance with easily understood guidelines.

Bureaucracy is often painfully slow, but the Union Jack has done us proud over the centuries and it surely deserves the dignity of official status by now. - Cdr M. Farrow, Chairman, the Flag Institute, Petersfield, Hants.

Flushed with pride at Navy Days, then and now ...

READING the article on the origins of Navy Days (September issue) brought back memories of the event of 50 years ago.

I was serving at Portsmouth as a Boy Seaman in HMS Barrosa and as far as we were concerned the latest state-of-the-art Battle-class destroyer was the star of the show.

Not only did we have sophisticated weaponry, we even boasted a urinal (for emergency use only) on the bridge. During Navy Days that particular fitting was discreetly covered and any inquiry was met with the reply that it was a piece of equipment so secret that it had to be kept well hidden.

For one of my messmates the general affection shown for sailors became more personal - it was at Navy Days Bank Holiday 1948 that he met the young lady who was to become his wife.

Fifty years later, standing on the deck of a destroyer during the Festival of the Sea at Portsmouth brought the memories flooding back - with the conviction that the friendly, well-trained sailors of today deserve the best this country can provide. - R. Drake, Southampton.

THE FESTIVAL of the Sea was a great success and a credit to all concerned. The entertainment was brilliant and the organisation perfect but, with the amount of cash generated by the event, why was it necessary to charge serving Royal Navy and Royal Marines personnel £14 each time they entered the Dockyard?

Even crew members on duty, without a pass, were charged - and in at least one case the captain of a ship in the dockyard was told he would have to walk when his taxi was stopped at Unicorn Gate. Those with passes were not allowed to bring their cars into the Dockyard and had to pay to park in a private car park. - A. R. Wright, Birmingham.

Smiles for Cavalier

IT WAS a great experience to read your article 'Cavalier Wins Last Battle' (September issue).

On reading that she was to be sold to the Malaysians, I started the Friends of HMS Cavalier Trust in September 1997 and with great support from ex-RN colleagues we were able to draw in donations on a world-wide basis. Our thanks are due to them all.

I last saw HMS Cavalier when my destroyer sailed with her on the Russian Convoy RA64, which experienced for two weeks in February/March 1945 the worst weather ever recorded during 1941-45.

I look forward to seeing her again one day in the peace of her future home in Chatham Historic Dockyard. - J. R. B. Hinton, Sherborne.

NAVY NEWS' support for HMS Cavalier over this past year has been second to none and I really cannot thank you enough.

Over the whole campaign to save her the national and provincial newspapers in general have not supported our quest as they should have done. If it was not for your magnificent contribution I am sure the ship would have sunk long ago.

We have now to raise the £350,000 for the matching funding and I appeal to all the Naval associations to help us. - S. C. Anning, Chairman, HMS Cavalier Association, Plymouth.

Letters to the Editor should always be accompanied by the correspondent's name and address, not necessarily for publication.

Guy Fawkes Day disaster

WHILE going through some family photos my cousin and I found this one of the sinking of HMS Campania on November 5, 1918.

My father, later Lt Cdr W. T. Bunt, was the Signal Bosun on the Campania at the time.

He always told how he went below to ditch the signal books. He took out a pair of Zeiss binoculars from the safe and put them to one side - and always regretted not putting them round his neck.

He travelled home in his pyjamas and greatcoat. - N. L. Burt, Sutton.

The 12,950-ton Campania was originally a luxury Cunard liner built by Fairfield at Govan in 1892.

She was a holder of the Blue Riband, setting a transatlantic record time of five days, 17hrs 27mins.

Converted as one of the world's first aircraft carriers at the beginning of World War I, she missed the final signal to set sail for the Battle of Jutland, struggled to catch up - but was ordered back to Scapa Flow by Jellicoe, who doubted she would arrive in time. Thus the Royal Navy lost the air reconnaissance she could have provided.

Recurrent engine problems dogged her for the rest of the war and then, just days before the Armistice, she dragged her anchor in a gale and collided with the battleship HMS Royal Oak. Her boiler exploded and she went on to collide with HMS Glorious and sank stern first, all her maintenance crew being safely taken off by boats from other ships of the Grand Fleet. Divers report though her decks have collapsed the record-breaking Cunarder remains remarkably intact. - Ed.



Navy News

No.532 45th year

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Sailors rode shotgun on derailed mail train

A RAIL journey made 48 years ago this month has stayed in the memory of one sailor.

Bandits made sure that John Whetton and his colleagues from HMS Jamaica had their hands full on the night mail train from Singapore.

John, from Nuneaton, had been told to muster with duty watch on the quarterdeck of Jamaica, in dry dock.

They were sent to HMS Terror, fed and watered, then "we each had a .303 thrust upon us plus a bandolier of ammo, were packed into transport and told we were going to be the guards on the Singapore to Kuala Lumpur night train."

They joined it just across the border, but the train was

derailed by bandits in Johore. "After being derailed, myself and another got detailed to go up the track and stand guard. Others were sent to different spots along the track."

"Goodness knows what they thought we'd do - three days on Stonecutters at Hong Kong doesn't make a bunting-tosser into a jungle fighter, especially when the bandits had Brens."

"Luckily, they didn't stay around after they had wrecked the train."

After transferring the mail to a relief train, the sailors' reward was a couple of weeks' patrol with RM commandos - "and all this for 5/- (25p) a day," said ex-Yeoman John, who also served in HMS Ocean during the Korean War.



● Off-track - the derailed Kuala Lumpur mail train.

Quick fix in jungle

GERRY Hutson watched the Sikorsky of 848 Squadron fly on to HMS Perseus in Portsmouth Dockyard - and he later found himself with the squadron in Malaya.

His first week proved eventful as the helo's starter motor failed in a jungle clearing - but within two hours a spare had been delivered from RNAS Sembawang and they were back in business.

"My second spell at Kluang was just as hair-raising when on ops with Gurkhas," said Mr Hutson, from Hampshire.

"We had just finished encircling a suspected Communist terrorist group who had shot at some Gurkhas the day when they

doubled back, passing within a few yards of us."

"I was helping with the mandatory head-grease when we realised they were Chinese and most likely unfriendly."

"Our pilot called up to us to give them a wave. Two minutes later they walked into the Gurkha ambush and we descended very rapidly."

"To this day I am convinced the ping heard off the rotor head was a stray round."

Mr Hutson later narrowly escaped with his life - he flew into a clearing to troop lift South Wales Borderers, but pilot Lt John Bawden elected to go on ahead alone and died when the aircraft crashed minutes after take-off.

Navy helicopters join front line

THE MALAYA Emergency was a steep learning curve for many Navy personnel, particularly those involved with helicopters.

The Malayan Formation of 848 Naval Air Squadron was created in response to the Army's call for heavy-lift helicopters, which were not in service with either the RN or RAF, according to Les Smith of the 848 Malaya Association.

"A batch of 25 were ordered from Sikorsky for the Royal Navy under the Mutual Defence Aid Programme, and the first ten Sikorsky-built Whirlwinds were redesignated HAR Mk 21."

"They were delivered during 1952 and used to equip 848 Squadron."

The squadron commissioned on October 29, 1952, at Gosport under Lt Cdr Suthers - the first Fleet Air Arm front-line helicopter squadron.

By the new year they had embarked in HMS Perseus for Singapore, and after a brief work-up in jungle conditions at RNAS Sembawang, three aircraft deployed to Kuala Lumpur and others to Kluang, with operations starting in January 1953.

"The workload was constant and often hazardous, but the skill of the aircrew and the performance of those early 'choppers' impressed everyone," said Les.

On May 23, 1953, in the first day of Operation Commodore, over 1,000 troops were lifted by nine aircraft.

Four months later the first operational parachuting from a helicopter was recorded when SAS troops dropped near Seremban.

By December 1956, four years of operations in tropical conditions had taken their toll and 848 was withdrawn, having lifted over 41,000 troops, 370,000kg of stores and carried out many casualty evacuations."



● Flying crane - a Sikorsky-built Whirlwind from 848 Naval Air Squadron assists in the recovery of a partly-dismantled sister aircraft from a paddy field near Kuala Pilah.



Recovery operation broke new ground

WHEN one of 848 Squadron's helicopters was forced into a paddy field by engine failure, the conventional wisdom was that it would need a road cut through the jungle and a bridge built across a 15ft stream.

But RN personnel went to the scene and decided to dismantle the helicopter and lift it out using another 848 aircraft.

The operation was believed to be the first of its type.

According to contemporary newspaper reports, Lt Leonard flew the salvage helicopter over the paddy field while technicians worked in waist-deep

mud, battered by the downdraft from the rotor as they dismantled the helicopter.

Lt Leonard made seven trips to the downed machine, the heaviest section lifted being the 1,200lb fuselage which had become embedded in the mud.

They had to endure bandit sniping, torrential downpours, static electricity from the rotors which meant a severe jolt if anyone touched the salvage aircraft, and leeches in the water.

The operation lasted three days, and 5,800lb of equipment was lifted from the mud.

Veteran machine still in public eye

SIKORSKY helicopter WV198 K was put through the grinder during tough operations in Malaya - but it has survived to take its place at an aviation museum in the North of England.

The aircraft was built in Virginia, USA, in the autumn of 1952, arriving at 848 NAS in Gosport on November 19 of that year.

It was instrumental in Operation Firedog, operating from Singapore, Kuala Lumpur and Kuang (see picture above) and was involved in a number of forced landings in 1954-56 as the strain began to take its toll.

But after its return to the UK the helicopter made its first appearance in the limelight when it was displayed at the Royal Tournament of 1958, according to David Kirkpatrick, managing director of Solway Aviation Society Ltd, which runs the aviation museum at Carlisle Airport.

There was then a period of storage, when WV198 K went to Arbroath, before it became a Class I instructional airframe at RN Aircraft Workshop Almondsbury at Perth and at Lee-on-Solent.

It spent some time at the School of Aircraft Handling at Culdrose in the early 60s before returning to Lee-on-Solent, but was then downgraded to a Class II airframe and became a travelling demonstrator.

In 1974 it was with an Air Scout group in Gosport,

and seemed to have reached the end of the line when it went to a Portsmouth scrapyard in 1980.

But six years later it was recovered and painted in US Marine Corps colours to appear in the film *Full Metal Jacket*, from where it went on to a fire training centre in Chorley.

The Solway volunteers took possession of the aircraft in 1992, and it is now on display during the summer months - at present it is awaiting its winter undercoat before being painted in RN colours next spring.

The Carlisle museum boasts another Naval aircraft, a composite Percival Sea Prince, alongside classic warplanes such as a Vulcan B2, an ex-Saudi Lightning, a Canberra, a Gloster Meteor and a Vampire trainer. They have just acquired a Nimrod cockpit, and have an exhibition on the RAF Blue Streak project.

The museum is open on Sundays from April to the end of October, price £1.25 children, £2.50 adults and £6 for a family, and can be open by appointment.

Details are available from Mr Kirkpatrick at the Solway Aviation Museum, Aviation House, Carlisle Airport, Cumbria CA6 4NW.

■ If you have any memories or photographs about Royal Navy during the Malaya Emergency, send them to *Navy News*, HMS Nelson, Portsmouth PO1 3HH, marking the envelope "Malaya".

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People in the News



HONK IF YOU'RE EX-RN

ROYAL NAVY veterans living in Canada have found a novel way to remember their days in the Senior Service.

Since their Government allowed citizens to choose their own six-figure car licence plates, former ranks and rates having been proving a popular choice.

Wendy Frail from Ontario sent us this picture of her Mum, ex-Leading Wren Joy Jones, with her plate LDG WRN, and says that her step father's 'number' was RN RET'D.

Other examples she has spotted, such as EX-WREN, PO WREN and STO.MEC, have led to much horn honking!

Did you serve with LW Joy Jones 1948-53? See Calling Old Shipmates P24.



Internet Doctor is in line for awards

A DOCTOR from the Royal Hospital Haslar who harnessed internet technology to help treat Servicemen abroad has won a national award.

Surgeon Cdr Peter Buxton has won a medal in the British Computer Society Awards for his Telemedicine system which connects Haslar to military doctors and paramedics as far away as the Falklands and Bosnia (*Navy News*, June 1998).

The Telemedicine Unit at Haslar has also been shortlisted for a £5,000 prize for 'Team of the Year' in the Innovations section of the annual *Hospital Doctor* awards which will be announced in London later this month.

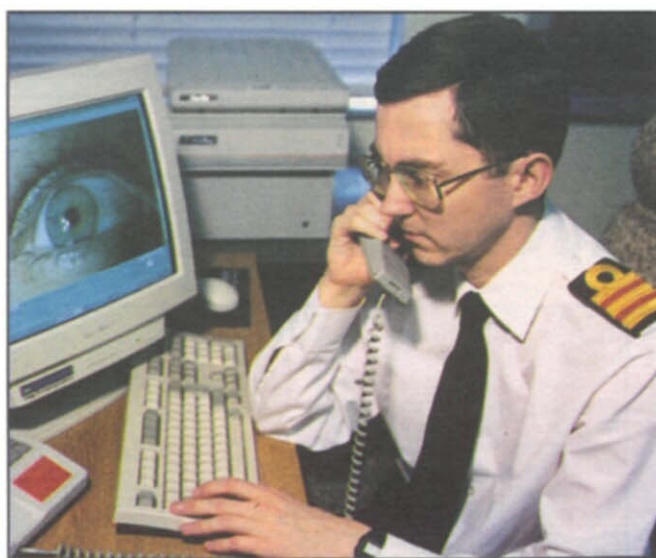
The award would also put Cdr Buxton in the running for the magazine's Hospital Doctor of the Year award.

Telemedicine allows medics in the field to use a digital camera and an ordinary personal computer to send pictures and detailed patient information back to specialists in Britain.

The whole system costs less than £2,000 to set up, and is not limited to military use.

The hospital has had many enquiries and has been asked for advice by the National Health Service on setting up links between small local and larger central NHS Hospitals.

Telemedicine recently featured on the BBC's *Tomorrow's World* with Cdr Buxton demonstrating the system from HMS Invincible.



● AWARD WINNER: Surgeon Cdr Peter Buxton at work in the Telemedicine Unit of the Royal Hospital, Haslar.

Spielberg gets extra help from the Navy

STEVEN Spielberg's World War II blockbuster *Saving Private Ryan* capitalised on the skills of many serving and retired Naval personnel.

More than 20 former Royal Marines landing craft coxswains from RM Poole were hired to drive the American vessels used in the opening D-Day scenes.

The Royal Marines landed the jobs after ex-Sgt Major Ken Murgatroyd discovered, almost by accident, that a special effects company was on the lookout for amphibious experts to help recreate the Normandy landings off the coast of Ireland's County Wexford.

The Royals ensured a perfectly co-ordinated beach assault which showed the carnage of an opposed landing so graphically that the scenes have been described as 'the most powerful 27 minutes in cinema history.'

Saving Private Ryan also gave HMS Newcastle's PO Mark Plater his second appearance on the silver screen. After working as an extra in the Bond movie *Tomorrow Never Dies* during filming at HMS Dryad, Mark was invited to audition for the part of a German NCO in *Saving Private Ryan*.

He was picked from over 600 for the job and spent three weeks on the set of a devastated Normandy village, actually in Hatfield.

One of the things which struck him most about the film was the amazing lengths which the film-makers went to ensure realism.

He said: "I played the part of an infantry sergeant in a scene where US paratroopers were grenading a tank and stand-ins were needed for the real actors."

"They packed plastic explosives into a huge funnel filled with garden peat and cement dust to make the explosions look as though the ground was being blown up."

"It was all very realistic. They used amputees in the film, sticking on missing limbs and filming them being blown off again."

"For the sound effects, and I'm not sure I should be saying this, they shot real animal carcasses to make sure that the sound of bullets hitting bodies was right."

"And they used agencies to find the people they required - there are agencies for just about everything, ugly people, burns victims, amputees, anything!"

The film crew were so impressed with Mark's work that they tried to persuade him to stay on the set for another two weeks.

Although he had no more leave to spare he is still on the film agency's books and is considering a full-time career in the industry when he leaves the service.

□ The papers that saved Private Ryan - P22

Storms force climber to wait

NAVY DIVER Eamon Fullen has suffered a major set-back in his bid for a new world climbing record.

The 30-year-old from HMS Endurance had just two more peaks to conquer to become the first person to climb the highest mountains all 47 European countries.

But after problems with altitude sickness and five days of horrendous weather on the 5,200m Mount Shkara in Georgia, he was forced to turn back just 300m from the top.

Eamon has now set sail for Antarctica in HMS Endurance and the record will have to wait until next spring when the ship returns and the weather has broken.

In the meantime, a rival for the record, climber Rob Bader, is believed to be having problems of his own in the former Yugoslavia.

The Project Manager for Eamon's record attempt, Peter Harding, said: "To attempt Shkara again before Spring would be suicide."

"The weather has closed in now, and as Eamon's first duty is to the Navy, he is sailing with HMS Endurance."

"But I know he is looking forward some diving and parachuting in Antarctica and hopes to arrange some climbing in the Falklands."

Asked if Eamon's resolve was any less certain after his experiences in Georgia, Mr Harding said: "Eamon is a very determined person. When he gets back, just you try stopping him!"

□ Companies interested in supporting Eamon's record attempt on Mt Shkara and Turkey's Mt Ararat next year, and publishers interested in his remarkable life story, should contact Mr Harding on 0121 378 5656.

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● LENDING A HAND: HMS Newcastle's PO Mark Plater on the set of a bombed out French village used in *Saving Private Ryan*

NANNY OF THE YEAR

A ROYAL Navy reservist from Portsmouth has been voted Nanny of the Year by *The Lady* magazine.

Karen Richardson (29) was awarded the title and a £1,000 prize after being nominated by Terry and Helen Connelly from West Sussex.

Her quick-thinking helped to save the life of their daughter Olivia when she stopped breathing during an asthma attack earlier this year.



● HMS King Alfred's Karen Richardson



People in the News



Naval officer is top student

THE TOP student on the first Joint Service Advanced Command and Staff course at Bracknell is the Navy's Cdr Martin Ewence.

The 11-month course was attended by 325 officers from all three Services and was the first to replace the three single-Service staff courses formerly held at RNC Greenwich, Camberley and Bracknell, and the Joint Service Defence Course at Greenwich.



● Best all-round student at Bracknell, Cdr Martin Ewence

Daring rescue earns award

AIRMEN from Culdrose who risked their lives to save a dozen Spanish sailors after their ship sank in a violent storm have won three awards for their courage, professionalism and teamwork.

In early February this year, three Sea King helicopters from 810 Sea Flight were embarked in RFA Argus when the ship intercepted a radio message stating that a ship had sunk 200 miles West of Lisbon.

The Spanish container vessel Delfin Del Mediterraneo had gone down in one of the severest Atlantic gales of the year and 14 people were adrift in life rafts.

The severity of the weather had already forced flying from Argus to be suspended, and Spanish and Portuguese authorities were reluctant to launch a rescue operation for the same reason.

But with so many lives in such serious peril, the squadron decided to attempt a rescue.

The first two helicopters were launched at 6.45pm and reached the scene at 8pm. Conditions were even worse than those forecast, with a severe electric storm, driving rain, winds gusting up to 65 knots and 60ft seas.

The crews repeatedly winched the seamen to safety, but when CPO Airman Philip Davies was seriously injured, one of the helicopters was forced to return to Argus with the first three survivors.

In the meantime, a third helicopter was launched to continue the task of rescuing survivors from the rafts which were tossing vio-

lently in the heavy swell.

Lt Cdr Clive Rawson, Flight Commander of 810 NAS Sea Flight said: "The conditions on the night were extremely testing and like none which anyone had experienced before. They placed exceptional demands on all the crews, some of whom had been airborne for almost eight hours.

"Although all aircrew are trained in search and rescue techniques none of those taking part were experts in this field.

"All of those involved demonstrated an outstanding level of professionalism, tenacity and courage, and in spite of what appeared to be insurmountable odds, they persevered, recovering 12 survivors (and one body) before being forced to rest." A lucky 13th survivor was picked up 17 hours later by a Lynx from the Dutch ship Tromp.

Since then, the daring rescue by 810 NAS has earned the squadron The Prince Philip Helicopter Rescue Award from the Guild of Air Pilots and Air Navigators, the Green Endorsement from FONA,

and the Portuguese Navy's Medalha de Couragem, Abnegacao e Humanidade, Gru Prata, a medal for courage, sacrifice and humanity.



● Portuguese Defence Attaché Capt Joachim Mendonca presents the medal to 810 NAS Sea Flight's Lt Cdr Clive Rawson. The flight also received The Green Endorsement from Rear Admiral Terry Loughran, the highest honour Flag Officer Naval Aviation can bestow.



● 810 NAS Sea Flight: Left - Lts John Brotherton, Mike Bullen, Gary Milton, CPO Phil Davies, Lt Kevin Dodd, PO Steve Elsby and LA Kevin Monk. Centre - Lt Cdr Rawson, Lts Martin Brooman, Craig Finch, LA Mike Weston and Lt Tim Oatley, and right - Lt Cdr Neil Hunter, Lts Max Harris and Martin Roberts, CPO John Banks and PO Steve Ivill.

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MOD backs anniversary RNLI target

WITH the Royal National Lifeboat Institution celebrating 175 years of saving lives at sea next year, the MOD's CISPOTEL (Civil Service, Post Office and British Telecommunications) appeal is raising money towards a new Severn-class lifeboat.

CISPOTEL is one of the MOD's officially-sanctioned charities, and one of the RNLI's largest corporate contributors.

The new lifeboat will cost around £1.75 million, and as part of the anniversary celebrations the RNLI is planning a synchronised launch of lifeboats from every station in Britain on May 4, 1999.

And if events go according to plan, the week of June 20, 1999 will see a flotilla of overseas and UK lifeboats converging on Poole Harbour, and featuring in a royal review.

Charity cyclists set a hot pace

CREW members from Bolton's adopted ship HMS Beaver and Bolton's firemen have raised more than £1,500 after completing a 328-mile marathon cycle ride.

The money has been raised for the Royal Bolton Hospital's neonatal unit.

The team from the Devonport-based Type 22 frigate rode from Devonport to Bolton as part of the ship's last official visit to the town.

Helping Hands



Trust teams hit the deck

PRINCE'S Trust volunteers took to the flight deck of HMS Ark Royal to raise cash for a community project.

The 12-strong team, based at Swaythling Youth Centre in Southampton held a sponsored wheelchair push on the carrier in Portsmouth to help refurbish outdoor areas and equipment used by children of Salterns School, Totton.

CPO Bob Coleman, who has been seconded to the Prince's

Trust for the last three months of his Naval career, said the event raised about £900, and added that the ship had been a great help in organising the push.

The ship's Commanding Officer, Cdr David Lewis, signalled the start of the event.

The Trust volunteers' personal development programme embraces people aged 16-25 from different backgrounds and abilities, working and unemployed.



On your marks – the Commanding Officer of HMS Ark Royal, Cdr David Lewis, sets the teams on their way.

Fearless ferries rover



Easy does it – the Land Rover is craned from HMS Fearless in Rotterdam at the start of its marathon drive against malaria.

HMS FEARLESS has helped a charity fund-raiser at the start of his five-year "Drive Against Malaria".

Dave Robertson, a malaria sufferer and himself an invalid, hitched a lift for himself and his Land Rover when the assault ship crossed the North Sea to Rotterdam.

Transporting Land Rovers is something Fearless takes pride in, and the vehicle was landed ashore during Rotterdam's World Harbour Festival, attracting national and local media to the ship for a press conference.

Mr Robertson plans to drive through 124 countries across the world in support of MEMISA, a major charity which funds and supports the

global fight against malaria.

He is taking a laptop computer with which he will update MEMISA's Internet web page.

You can follow him at <http://www.driveagainstmalaria.org>

Fearless was moored stern-to-stern with the Dutch amphibious assault ship HNLMS Rotterdam during her visit to the World Harbour Festival.

The British ship was open to visitors for three days and many took the chance to go aboard – including a recently-married couple who were passing the ship en route to their honeymoon hotel.

Offboard activities for children included a ski track and assault course.

Yacht race tales help children

YACHT-RACE hero Pete Goss has lent his support to SSAFA Forces Help with a lecture on his high-seas adventures.

In a talk entitled *Close to the Wind*, Pete, a former Royal Marine, told of his battle against a severe storm during the round-the-world yacht race in December 1996, when he came to the rescue of a fellow competitor in the Pacific.

The lecture, at the Royal Geographic Society in London, raised £3,000 towards adventure holidays for forces children with special needs, held every year in the UK and Germany.

Pete said: "As an ex-Royal Marine, I am aware of the good work that SSAFA Forces Help does to support serving and retired members of the Armed Forces and their families."

"The level of support SSAFA Forces Help can give is greatly influenced by fund-raising, and I for one am keen to do my bit."

Sponsorship plea from marathon man

MARATHON man Barrie Siddons is seeking sponsorship to carry him through the New York Marathon at the beginning of this month.

Barrie, who served in the Royal Navy between 1958 and 1970, has already completed two London Marathons.

Now, at the age of 58, he is crossing the Atlantic to try his luck in the Big Apple, and will be raising money for the Royal Naval Benevolent Trust.

Barrie, who served in HM ships *Mounts Bay*, *Belfast*, *Bermuda* and *Berwick*, asks anyone who wishes to contribute to send their sponsorship direct to the RNBT at Castaway House, 311, Twyford Avenue, Portsmouth PO2 8PE.

Harvest hampers

THE CONGREGATION at St George with St Gabriel's Church at HMS Collingwood pooled their resources to provide Harvest Festival hampers full of food and other supplies for elderly residents of Collingwood House in Fareham.

COMBAT STRESS



Bringing peace to minds at war

They used to call it 'Shell Shock'. Now it's called 'Combat Stress'. For Paul Morris, an Exocet in the Falklands meant that he may never again find the will to face the noise of the outside world.

For many veterans of that conflict – Korea, the Second World War and now Bosnia too – the story is the same. 'Combat Stress' can shatter a life forever.

Today Paul is looked after by the Ex-Services Mental Welfare Society. With over 4,000 men and women to care for and who knows how many more, we need every penny you can spare. Psychiatric care, nursing and the management of our homes costs money that will only come from people like you, people who care about those who gave more than they could spare. Please do help.

We have need of every penny urgently.

They tried to give more than they could. Please give as much as you can.

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Name (BLOCK LETTERS) _____

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Working for their dinner

TRAINEES from a class at HMS Collingwood spent three days at a Fareham school helping out with DIY jobs and acting as classroom assistants.

The class of trainee submariners, N1TSM11 (pictured at work), were on a break in their career training and contacted Orchard Lea infant school to see how they could help.

During their visit they painted walls, tidied gardens and demonstrated Navy circuits to the pupils.

As a special treat they were also given school dinners...



Northern runners – three leading Wrens from RN air station Yeovilton have raised £1,000 for a children's hospice. Sharon Smith, Lesley-Ann Robinson and Kerrie Dunne joined in the Great North Run, and despite the cold, Lesley-Ann said they had a good time, all ran just under two hours, and may attempt a marathon next year. The money will go to the Children's Hospice South West at Barnstaple.

Summer show boost for sensory garden

A NAVAL establishment has handed over a cheque for £5,000 to a centre for disabled children.

Part of the proceeds of the HMS Sultan summer show were presented to the Fareham and Gosport branch of KIDS, a family centre for children with special needs.

The donation will assist the centre in creating a unique sensory garden for

children with sensory impairment and physical disabilities.

The specially-designed garden will help stimulate the children's awareness.

The £5,000, handed over by Lt Cdr Paul Cass and PO Butch Doughty, represents a quarter of the total required, and it is hoped BBC gardening expert Alan Titchmarsh will be involved with the design.

Starlight run nets £500

EIGHT members of Special Communications Unit Leydene and HMS Illustrious competed in the Great South Run in Portsmouth – and hope to have raised more than £500 in the process.

Leydene has entered a team in support of a children's charity for four years.

This year they ran for the Starlight Foundation, which raises money to grant wishes to seriously and terminally ill children.

All members of the team

finished the 10-mile race within 1hr 35m, the fastest being Lt James Blakely USN in 1hr 15m.

The other members of the team were (from left) CPOWEA Lance Morris, WOM(EW) Tracey Walker, CPO(R) Gary Merrett, CPOPT Craig Lewis, CCCT Paul Manister, CTM1 Scott Bertrand USN.

Lt Blakely is far right, and the final team member, POWEM(R) Ian Mason is missing from the picture.



Hotline to help veterans

THE MINISTRY OF Defence has launched an information hotline to help sort out worries and problems for ex-Servicemen and women.

The Veterans' Advice Unit is a telephone service for the UK's estimated 15 million ex-Service veterans and dependants, where trained advisers are available to listen to concerns and provide informed and practical advice.

Delivering one of the first initiatives announced as part of the recent Strategic Defence Review, Armed Forces Minister Doug Henderson spoke of his satisfaction in launching the VAU and the Government's commitment to view Service personnel welfare as an integral part of defence policy.

"Britain's Armed Forces take a justifiable pride on being the individual Serviceman or woman's second family – in times of need, the Service is there to provide guidance and support," he said.

"However, on leaving the Armed Forces, some personnel can find it difficult to adjust to life 'outside' and miss the support given by the Services' duty of care."

The VAU will address that problem by guiding ex-Service personnel towards health care, social, welfare and other services provided by Government departments, agencies and other bodies.

The VAU is staffed by specially-trained warrant officers who have served on attachment to the Royal British Legion's Legionline and the SSAFA Forces Help line.

The VAU operates Monday to Friday, 0900 to 1700, taking calls on 08456 02 03 02, which are charged at local rates. An answer phone operates out of hours.

Plans laid for defence land

PLANS are being laid to transform a 40-acre former defence site.

The Berkeley Group hopes to win permission for its plans to redevelop the Royal Clarence Yard and St George Barracks North, Gosport, in the spring.

The £50 million project includes plans for a maritime events centre, more than 300 homes, and offices.

Event promises to be one of biggest tourist draws in South East



● Uprising – submarine H33, built in 1918, surfaces during Chatham Navy Week in 1935.

Navy Days returns to historic Chatham

NAVY Days is to return to the Medway with the relaunch of the Chatham version after 18 years.

Medway Council has given its backing to plans for a three-day event from May 29-31 at both the Historic Dockyard and Chatham Maritime.

Organisers promise that in addition to the "traditional warships and military extravaganza", the occasion will include music, dancing, and a firework finale.

Medway Council has offered £100,000 of financial support, and Cllr Vernon Hull, chairman of the council's Economic Development and Europe Committee, said: "We know the nostalgia that there is in Medway for Navy Days and we welcome the boost the revival of this event looks set to give to the local economy."

"Tourism is worth £80 million a year to Medway's economy and 2,800 jobs depend on it."

"Navy Days will be one of the area's biggest tourism draws next

year, and our support for the event is based on sound business principles."

"With 25 per cent of ticket income due to come to the council, the whole Medway community

should benefit."

Although plans have yet to be finalised, it is hoped that RN warships will be open to the public, and ships from foreign navies are also to be invited.

Cavalier to go on show

HMS CAVALIER, the rescued warship which is due to arrive in Chatham at Easter, will be one of the main attractions at Navy Days.

She will also be on show on May 7-9 when members of more than 130 Naval associations and RNA branches get together for a Reunion Showcase arranged by the HMS Cavalier Association.

Chairman of the Association,

Sid Anning, said the event was being held as the first in a series to provide an "umbrella of support" for the World War II destroyer.

■ Donations to the Cavalier Appeal can be made via Mr M. Clarke, 1, Kennedy Close, Purbrook, Portsmouth PO7 5NY. Cheques and postal orders should be made out to The HMS Cavalier (Chatham) Consortium.

New gun for the new millennium

UPGRADED gun mountings will start appearing on RN ships in the year 2000 following the placing of a contract.

Marconi Marine Land and Naval Systems, formerly VSEL Barrow, will design, develop and produce a series of modifications, to be designated the 4.5 Mk 8 Mod 1 Gun Mounting.

The first contract is to upgrade eight mountings in Type 23 frigates, Type 42 destroyers, and at HMS Cambridge and HMS Collingwood, with the first

being fitted to a Type 23 in April 2000. A further contract for 17 more mountings is to be placed shortly.

The upgrade will improve the reliability of the equipment by replacing 30-year-old technology with modern electrical and electronic systems.

The modified mountings will be lighter, and there will be a new gun shield – producing a reduced radar profile – and sealing bag, which should reduce the amount of water which leaks into the gunhouse.



● Fond farewell – HMS Spartan was the last submarine to salute HMS Dolphin, days before the establishment was decommissioned.

Picture: LA(PHOT) Gary Davies

Dolphin passes into history

HMS DOLPHIN, the home of the Royal Navy's Submarine Service, has passed into history.

The Gosport establishment has decommissioned and reverted to its former name, Fort Blockhouse, under the Commandant of the tri-Service Royal Defence Medical College.

A reunion weekend for the Submarine Officers Life Members Association and the Submarine Old Comrades Association marked the start of the decommissioning process, during which a bas-relief of a submariner commemorating all those who served in HMS Dolphin was unveiled by Flag Officer Submarines, Rear Admiral Rob Stevens.

The decommissioning itself was in the form of a reception for all those working at the base, followed by prayers, Beat Retreat by the Band of Her Majesty's Royal Marines and a ceremonial Sunset.

The White Ensign was lowered and handed to Cdr

Jeff Tall, director of the RN Submarine Museum, and the keys of Fort Blockhouse were then handed by Admiral Nigel Essenhigh, Commander-in-Chief Fleet, to Air Marshal John Baird, the Surgeon General.

Dolphin came into being when the Navy moved into Blockhouse in 1905 to establish a submarine station.

But submarines will remain on the Fort Blockhouse agenda for some time yet – the RN Submarine School will not transfer to Cornwall until the year 2000, and the landmark Submarine Escape Training Tower will remain open for the foreseeable future.

The site is now home to 33 Field Hospital as well as the medical college.

■ The first turf has been dug for the new RN Submarine School at HMS Raleigh, Torpoint, by Rear Admiral John Chadwick, Flag Officer Training and Recruitment.

The new school will eventually bring 200 Naval personnel and a large number of students to the area.

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The GANG PLANK Club

CHAT PAD

KEEP THOSE letters coming in, all of us love to read them.

Thanks to Elaine and Lara Cooper and Thomas Martin for their great letters about the Festival of the Sea, sounds like you all had a really good time.

Captain Plank had a treasure map in the summer supplement and at the Festival, and loads of you tried to guess where the treasure was hidden.

Well, we can now reveal that Technocat had carefully hidden it under the umbrella in the south of the island! Thirty of you guessed the right place and the first entry to be drawn out of the hat was from Lewis Whitmill, who wins a Raleigh bike. Well done!

We are very pleased to say we will be having another Gang Plank Christmas special so don't miss December's Navy News. And don't forget that for some of you the time has come to renew your membership. If yours is due we'll send you a special letter to remind you.

SHIVER ME timbers there's a fair old breeze on the water, I think it's that there Hurricane Georges what's blowing across the world.

We're all feeling a little bit under the weather here so if any of you landlubbers have a good cure for seasickness then you had better let us know.

I understand that there's another Captain on the sea that's grabbing your attention. Me crew tell me he's called Captain Pugwash. I think you had all better write and tell me what he's like in case I run into him on the high seas.

I believe about this time of year you all set off some gunpowder in little tubes. If you do, just ye be careful. I once put too much gunpowder in me old cannon and clean blew poor old parrot off me shoulder, so watch out and obey that there code they call the Firework Code.



Another Lucky Winner!

THE WINNER of our Butlin's competition to win a 1999 Butlin's break was Lewis Sharpe of Rosyth in Fife. Well done, Lewis, don't forget to pack your swimmers!



November birthdays

Victoria Jones, Emily Jones, Adam Ross, William Case, Christopher Waite, Michael Barker, Chris Smithies, Ayesha Rees-Avery, Briony Staines, Thomas Milburn, William Browne, Stephen Kenrick, Josephine Scully, Andrew Pollock, Gemma McCarthy, Hannah Tidesley, George Pike, Georgia Spencer, Duane Evans, Ashley Johnson, Paul Black, Andrew Athrill, Michael Conray, Alex Macdonald, Gary Bloom, William Morris, Neveilla Briscoe, Liam Whittaker, Jenny Lynch, Royston Stray, Ben Dukott, Gordon, Martin Baker, Sime Thomas, Chloe Hendren, Christopher West, Daniel Walsh, Laura Stephenson, Ro-Anne Taylor, William Vanns, Matthew Vanns, Robert Adamson, Thomas Shugar, Genna Dumper, Alex Millard, Thomas Braide, Jack Vardy, Matthew Haines, Timothy Randall, Kirsty Roberts, Ashley Cole, Kimberley Jeffery, Jonathan Hack, Serena Cookson, Rhys Barnes, Robyn Bayesbrown, James Hockley, Christopher Withall, Jessie Humphries, Victoria King, Gemma Tubey, Kathleen Adams, James Brown, Nadine Manning.

GANG PLANK MEMBERS you could WIN! WIN! WIN!

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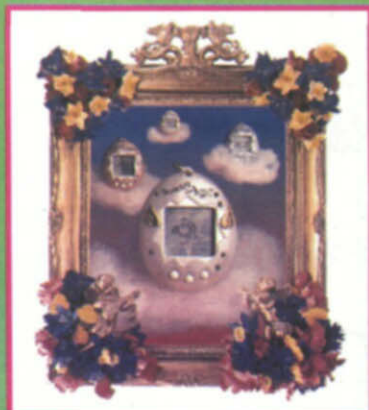
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Name Membership Number

Address

Send your entry to: 'THE GANG PLANK CLUB' NAVY NEWS, HMS NELSON, QUEEN STREET, PORTSMOUTH PO1 3HH

CLOSING DATE FOR ENTRIES 27TH NOVEMBER 1998

The Judges decision is final. Employees and relatives of Navy News are ineligible to enter the competition.

Make sure you're seen

IT'S THAT time of year again, when the clocks go back and the evenings draw in and you'll be making your way to and from school in the doom and gloom.

If you walk or cycle to school it is important to be seen. Here are some top tips from The Royal Society for the Prevention of Accidents (ROSPA):

- Walk where there is good street lighting and pavements, even if it means taking a longer route home.
- Try to buy bags/rucksacks with reflective strips, buy brightly coloured coats and again, use reflective strips. Some coats now have these in the sleeves.
- Make sure you have lights on your cycles and make sure you use them!! Check the batteries and make sure reflectors and lights are clean. Always wear a helmet.
- Don't forget the basic road safety rules, Stop, Look and Listen. Remember, it's cool to be keen to be seen!

Remember, remember, the 5th of November

THE FIFTH of November is Bonfire Night. This is the night we remember Guy Fawkes and the Gunpowder Plot and how he tried to blow up the Houses of Parliament with King James I and the MPs inside.

But his plans were foiled and Fawkes was executed. Bonfire Night has been celebrated ever since with fireworks and the burning of 'Guys' on top of bonfires.

I hope your Bonfire Night goes with a bang! But take care and leave the fireworks to the grown-ups. Alternatively, why not go to an organised fireworks display and remember that pets do not enjoy bonfire night at all, so make sure they are safely tucked up indoors away from the noise!

November 8 is Remembrance Sunday. This is the day we remember our people who died in wars

since World War I. Red poppies are worn as a reminder of the poppies which grew on the battlefields of the First World War.

November 26 is Thanksgiving Day. This is a national holiday in the United States of America, to commemorate the Pilgrim Fathers' first harvest in North America and it is celebrated with a meal of roast turkey and pumpkin pie.



JOLLY JOKE TIME

From Laura Gregory

* What do you get if you cross a skunk with an owl?

A bird that smells but doesn't give a hoot!!

* What do you get if you cross a sheep dog and a bunch of daisies?

A Collie Flower!!

* What do you get if you cross a kangaroo and a mink?

A fur jumper with pockets!

* What do you get if you cross a centipede and a parrot?

A walkie talkie!

Trees of Time and Place

Trees take years and years to grow but they can be cut down in just a few seconds.

'Trees of Time and Place' is a scheme to encourage all of us to plant seedlings for the new Millennium. Start by choosing a 'seed' tree, such as horse chestnut, beech, oak, ash, birch or hazel.

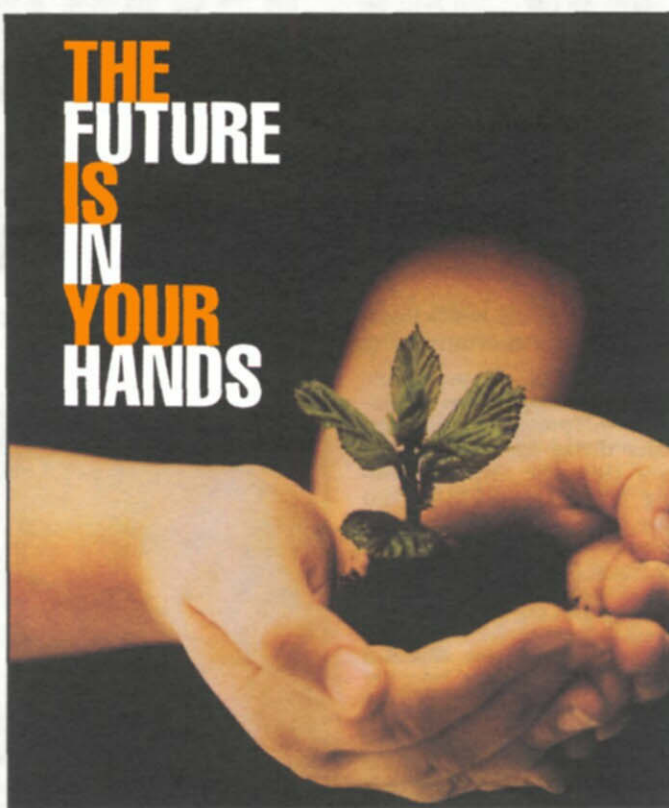
Collect your seeds once they have fallen from the tree, then put some soil or compost in a small container (a yoghurt pot for example) and make some drainage holes in the bottom.

Plant one seed in each container and give it a little water. Stand the pots on saucers and put them in a shady spot outside. Make sure they are watered if they become dry.

You will now need to be very patient as the seeds may take weeks, even months to start sprouting. With tender loving care the seedlings will be ready to plant out in one or two years' time.

If you are not sure where to plant your seedlings you can call the 'Trees of Time and Place' helpline on 0345 078 139 for advice. (Make sure you get permission to plant from a grown-up). Happy planting!

THE FUTURE IS IN YOUR HANDS



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Please enrol me as a member of The Gang Plank Club. I enclose a PO/cheque (payable to Navy News) for £3.25.

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Special Interests: Sport ☐ Music ☐ Film/TV ☐

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HOW TO REPLY: Any person who writes to an advertiser must use a stamped envelope bearing the advertiser's box number clearly in the bottom left hand corner. The letter should then be enclosed in a second envelope and addressed as above. We cannot guarantee that

SINGLE UNATTACHED looking for a more serious relationship or penfriend. **BOX NOV 1**

DEBBIE, GSOH, divorced, 31 yrs, wants single penpal/friendship, Portsmouth. **BOX NOV 2**

ALLISON 30, GSOH seeks serviceman for friendship/romance, photo appreciated. **BOX NOV 3**

PAULINE 30+, Maritime enthusiast, makes gnomes, wants naval penpals. **BOX NOV 4**

CARING, ATTRACTIVE female 32 seeks penpal friendship/romance with GSOH. **BOX NOV 5**

LONELY 38yr woman seeks single, genuine, male for pen/friendship. **BOX NOV 6**

HANDSOME SAILOR 28 seeks attractive lady for friendship/romance, photo please. **BOX NOV 7**

DAVID 29, white, educated, seeks wren (25-38) for correspondence, friendship. **BOX NOV 8**

DIVORCED LARGE loopy lady 26 GSOH, likes reading, writing, walking. **BOX NOV 9**

RACHEL, 25, single, seeks male penpal, loves rock music. **BOX NOV 10**

LONELY GUY 26 (Average looking) seeks lonely woman for company and friendship in Weymouth area. **BOX NOV 11**

WANTED MALE 28-38 for Anne voluptuous hairdresser from Hertfordshire. **BOX NOV 12**

FEMALE - SEEKING good natured males, easy going, genuine, SOH. **BOX NOV 13**

NAVAL WIDOW, house/car owner, varied interests, WLT meet sincere gent 65+. **BOX NOV 14**

BLONDE, 22, GSOH seeks penpals for friendship, enjoys going out. **BOX NOV 15**

FEMALE, 34, adventurous, intelligent, seeking fun loving sailor. Have you got what it takes? **BOX NOV 16**

SINGLE, FEMALE, 30's, enjoys outdoor sports, seeks similar male penfriend. **BOX NOV 17**

SWEDISH AMERICAN military nurse, seeks Royal Marines/sailors for correspondence. **BOX NOV 18**

YVONNE - WANTED penpal for friendship. Aged 38, all letters answered. **BOX NOV 19**

BARNLEY GIRL, 27, GSOH, seeks penfriends of any age. **BOX NOV 20**

ATTRACTIVE NURSE, 33, GSOH, seeks sailor/R.M. for friendship/romance. **BOX NOV 21**

BUBBLY BLONDE mermaid, young 38, seeks her King Neptune for friendship/romance. **BOX NOV 22**

HI, I'M Michelle, I'm 24 and enjoy meeting new people. **BOX NOV 23**

FUN LOVING 16 year old, seeks genuine penfriend for friendship. **BOX NOV 24**

BLACK FEMALE, 34, seeks black officer penfriend, possible friendship. **BOX NOV 25**

30 YEAR old female, enjoys sci-fi, reading, swimming and life. **BOX NOV 26**

CATHY 30, slim, blonde, attractive, life too quiet, brighten my day. **ALA BOX NOV 27**

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ARIEL, 26, 5' 9", long chocolate brown hair, green/grey eyes, olive skin. Seeks tall handsome Marine penpal around 26-32 with GSOH and muscular build who likes sport. Photos appreciated. **BOX 9661**

38 YEAR OLD single female enjoys most things in life, especially sport. Wishing to become friends (maybe more) with someone who is fun-loving and has a GSOH. **BOX NO. 9658**

WIDOW 47, seeks male pen pal 45-59. Hobbies include 50's+60's music, dancing, foreign travel, reading & mountain bike riding. Will send photo. **BOX 9659**.

DIVORCED LADY 34 with 2 boys, hazel green eyes, 5ft 2 medium build. Enjoys eating out, cinema, cooking, music, animals, museums. Looking for someone of similar age. Genuine replies only please. **BOX 9660**

WANTED & FOR SALE

WANTED: COLLECTOR seeks diving manuals, reports, tables etc. Particularly of an early nature. Telephone 01202 257054

NOTICE

All advertisements submitted for entry into the Navy News Penfriend Column are subject to copy approval.

Navy News reserves the right to make any amendments which it considers necessary or to edit copy which is in excess of the number of words paid for.

Penzance is first to get special diving equipment

NEW COMPRESSION CHAMBER AT SEA

MINEHUNTER HMS Penzance has become the first vessel to be equipped with a compression chamber designed especially for Royal Navy ships.

The TMCC - Transportable Manned Compression Chamber - will provide support and safer diving for users of the new clearance diving breathing apparatus (CDBA) and has been designed with the requirements of the Institute of Naval Medicine in mind.

Called the Type C in Naval service, the TMCC is built in two versions - a containerised type for use on land and one for shipboard operation whose parts have low corrosion and low magnetic properties.

The Navy's chamber is made of aluminium, weighs 2.4 tonnes and is a little over three metres long. It has a working depth of 80 msw (metres of sea water).

It has all the features normally found in a compression chamber, plus extra equipment such as an environment control unit, an atmosphere control and breathing unit, and a closed circuit breathing system.

HMS Penzance's clearance diving team have completed a two-week conversion course using the new CDBA system at Horsea Island and at the British Underwater Trials and Evaluation Centre in the Kyle of Lochalsh. The CDBA was found to be far superior to the system it has replaced - the DSSCCD (Diving Set Self-contained Clearance Diving).

Major warships are being equipped with an image-capture device which can transmit images of gas turbine inspections to a database at MOD Foxhill, Bath.

The images can be sent via telephone landlines or satellite. The system, which has been trialled successfully, comprises a handheld digital camera and a laptop computer with internal modem.

Comms in tri-Service switch

SOME functions of single-Service communications organisations are being transferred to the tri-Service Directorate General of Information and Communications Systems.

The change comes in response to the Strategic Defence Review and a separate review by the Assistant Chief of the Naval Staff.

Functions of the Directorate of Information and Communications Systems (Navy) to be centralised within the DGICS by the end of this year will include those concerned with data management, the common operating environment and technical standards.

Detailed information: DCI General 184/98.

Ideas on a faster track

IDEAS thought up by Service and civilian personnel in the Ministry of Defence will now be used to ensure that innovative suggestions where no procurement activity is under way, are evaluated fairly and in good time.

Focal point for such ideas will be the Defence Supplier Service, and under the new code, a proposer should know whether his idea has been accepted, rejected, or is the subject of further enquiry, within 20 days of its submission.

Detailed information: DCI General 191/98.



Commodore Minewarfare, Commodore Barry Goldman, inspects the first purpose-built compression chamber to be fitted in a Royal Navy ship during his visit to Sandown-class minehunter HMS Penzance. With him is the ship's Cox'n, PO(D) Chris Morley. Commodore Goldman was on board Penzance to present a Class One Herbert Lott award to POMEM(M) Ian Bagwell for outstanding work in rectifying deficiencies in the new stores system for the Sandowns.

Museum reaching its £5m target

THE ROYAL Naval Museum at Portsmouth has been brought within striking distance of raising a £5 million redevelopment target - thanks to a £250,000 donation from the Princess Royal's Charities Trust.

The money has brought the museum to within £300,000 of the target for phase one of its development plan, which has received £2.8 million from the Heritage Lottery Fund.

Work on the plan is well under way with the next stage being the complete refurbishment of the 60-year-old Victory Gallery. It closed on September 1 for work which will transform it into a showpiece for many new features and established favourites.

New Naval Staff body formed

A NAVAL Staff Directorate has been formed through the merger of the Directorate Naval Staff Duties and Secretariat (Naval Staff). It is headed by Brig. Robert Fry RM and will support the First Sea Lord and Assistant Chief of the Naval Staff.

Find the Joker

FIND THE JOKER in *Navy News* for three editions - and you have a chance to win £1,000. All you have to do this month, in the last of the three editions, is spot the joker in one of the following three statements by Jack on naval matters.

Two are true. One is wildly inaccurate.

Just mark the box next to the untrue statement.

Which of these three statements is NOT true:

- ☐ A jackstay transfer was the term used by lodging house landladies when their sailor guests returned to sea.
- ☐ The first ship to use the international distress signal SOS, adopted in 1908, was the liner RMS Titanic.
- ☐ Hard tack was the term used for ship's biscuits, which in early 19th century were made from plain wheaten flour, and baked to rock hardness.

If you can fill in this coupon as well as those which appeared in our September and October editions, and you have a chance of winning £1,000 (call 01705 826040 for back numbers). The name of the winner will be selected at random from those who have given correct answers in the three editions. When you have completed all three original entry forms, send them in one envelope to:

Find the Joker, Navy News, HMS Nelson, Portsmouth, Hants, PO1 3HH

They should arrive at *Navy News* no later than **December 15, 1998**. Entries with all three correct answers will be entered in a prize draw conducted at *Navy News* offices. Winners will be announced in the January edition of *Navy News*. The first name drawn will receive £1,000. The judges' decision will be final. No correspondence will be entered into. *Navy News* employees and their relatives may not enter.

NAME.....

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Automation cuts down store jobs

HI-TECH equipment in the RN Stores Depot at Portsmouth will result in the loss of 208 posts over the next 18 months.

Automation in the warehouses of the Central Storage and Distribution facility for the surface fleet has reduced the number of people needed to run the depot.

A Naval spokesperson at Portsmouth said it was too early to give firm figures on redundancies as every opportunity would be taken to find alternative employment within the Ministry of Defence for the people affected.

NEW SUPPORT FROM OLDEST SOCIETY

OLDEST public maritime charity in the world, the Marine Society has announced a new range of scholarships for would-be and serving seafarers.

The society has been supporting the training, education and welfare of seafarers since 1756, when the first pre-sea training ship was commissioned.

Its new range of scholarships covers a range of categories and is intended to benefit all those who serve, have served or intend to serve in the Royal Navy, the British

Merchant Navy and in the fishing and offshore industries.

Serving British ratings will be helped to achieve a first watch-keeping certificate of competency, while serving officers will be assisted toward higher professionally-related and academic qualifications.

Young people committed to a career at sea will also be eligible for scholarships to enable them to continue with sixth form studies at A level.

Said Director Capt Jeremy Howard: "By offering these schol-

arships, we aim to encourage the highest standards in the ranks of the seafaring professions and to ensure that ambitions can be realised."

As well as awarding scholarships, the society offers a host of other training and educational facilities including practical experience at sea, tuition at GCSE/A level, examinations at sea, Open University support, exchange library services, book loan and purchase facilities and interest-free loans to help with professional and educational development.

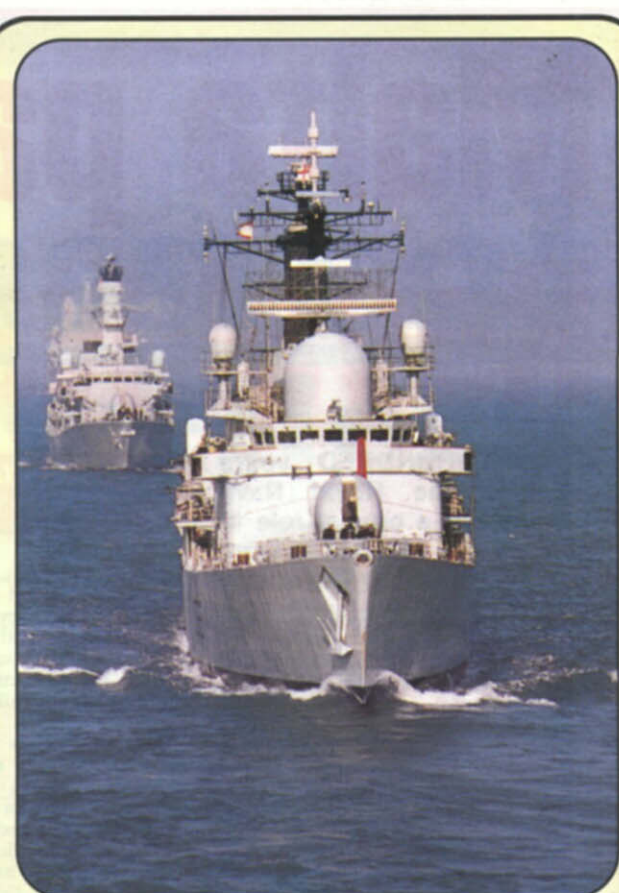
For further details tel. 0171 463 2020.

Arun to Brazil

HMS ARUN was handed over to the Brazilian Navy at Devonport by Flag Officer Sea Training, Rear Admiral John Lippitt. He was met by the Brazilian Naval Attaché, Capt Max Hirschfeld. Arun was then renamed Npa Babitonga.

She is the last of four River-class minesweepers, originally operated by the Royal Naval Reserve, sold this year to Brazil, where they are used as buoy tenders.

The others, HMS Blackwater, Itchen and Spey, were handed over at Portsmouth.



Show of solidarity

HMS LIVERPOOL is shown at the head of a task group of ships assembled for the annual VIP/Joint Service Command and Staff College Sea Days off the Isle of Wight.

Led by HMS Invincible, flying the flag of Flag Officer Sea Flotilla Rear Admiral Peter Franklyn, they took 500 visitors to sea over a four-day period to demonstrate all aspects of the modern Navy's joint operations flexible capability.

These included displays of maritime air power provided by 800, 814 and 849 Naval Air Squadrons, RAF Harrier GR7s and an Army Air Corps Lynx, 4.5in. gun firings, mine countermeasures operations, refuelling at sea, embargo operations and static displays with guided tours.

The visitors were flown out to Invincible in two Sea King Mk 4s from 846 NAS and a Chinook from RAF Odiham. Other units involved were HMS Brave, Richmond, Roebuck, Hurworth, Walney and RFA Fort Victoria.



Published for the first time as a superb quality fine art lithograph, Turner's great tribute to Nelson's outstanding victory at Trafalgar.

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The most gifted artist of his day, and probably also the most patriotic, J.M.W. Turner was the natural choice to do full justice to what must surely rank as one of the most heroic sea battles ever fought.



Perhaps the most famous portrait of Horatio, Lord Nelson (1758-1805) is this one by Lemuel Francis Abbott. Nelson's victory at Trafalgar and ultimate sacrifice saved the nation from the threat of French invasion.



Framed size 33 x 26 inches

Against superior numbers, Nelson's stunning victory at Trafalgar secured England's mastery of the seas and dashed forever Napoleon's hopes of invasion.

Commissioned by George IV for St James' Palace, Turner's vast canvas treats the battle on the epic scale which its significance demanded. The painting is now available for the first time as a beautifully mounted and framed lithograph, measuring a full 33 x 26 inches.

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When we receive confirmation of your order, you will be sent a superbly reproduced archive copy of The Times dated 7th November 1805, when news of Nelson's victory was relayed to the British people for the first time.

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Malta pays tribute to Royal Navy liberators

TWO HUNDRED years ago the Royal Navy played a crucial role in liberating Malta from Napoleon's occupying army.

After destroying the French Fleet at the Battle of the Nile, Lord Nelson established a blockade which forced the garrison to surrender after a gruelling two-year siege.

To honour the Navy on the 200th anniversary of the action, a major exhibition was staged at the National Maritime Museum in Vittoriosa which was opened on behalf of the Senior Service by The Duke of York.

'Blockade - The Royal Navy and Malta 1798 to 1800' tells the fascinating story of the island's struggle and the stubborn defence by Napoleon's General Vaubois and his 3,000 troops.

News of Nelson's victory in Egypt spread like wildfire and fighting erupted all over Malta, forcing the French retreat to the fortresses of Valletta and the Grand Harbour where they walled themselves up with thousands of unlucky islanders.

Troops in the neighbouring island of Gozo capitulated quickly, but in Malta and the surrounding seas, the struggle was to last for two more years, with hardship, hunger and disease taking its toll on all sides.

One of Nelson's most able Captains, Alexander Ball, played a vital role, landing guns ashore from HMS Alexander and fighting alongside the citizens of Malta and in 1799 he was appointed Commander of Maltese forces and Governor of the island.

At sea, relentless patrols by Nelson's Fleet repelled successive French attempts to relieve their besieged forces and prevented almost all escape from the island.

And after his ships landed almost 3,000 troops to reinforce the Maltese army, the French were forced to surrender to the British, signing the articles of capitulation on September 4, 1800.

On the opening night of the exhibition, the President of Malta, Dr Ugo Mifsud Bonnici, said: "We celebrate a great

Dominic Blake reports from Malta

event, a feat of arms, an alliance struck in an emergency, and a friendship which has endured well beyond that emergency.

"The Maltese resistance had managed to reconquer the countryside and to confine the French occupying troops behind the bastions of Valletta and the Three Cities.

"Our ancestors realised that the French could get reinforcements, or more importantly, supplies, and that their only hope for final victory lay in starving the besieged troops of Vaubois.

"What they needed most was a blockade and technical assistance in the conduct of war. This, the British Royal Navy supplied and thus secured the capitulation of the forces of the French Republic after two years of war.

"The comradeship in arms that was struck at that moment in our history was shown many other times during the various stages of British rule, culminating in the glorious experience of the Second World War.

"It was an almost intuitive trust in each others bravery, steadfastness and loyalty in the field."

At the opening, Prince Andrew paid tribute to the many people and institutions in Britain and Malta who had loaned precious items and said:

"This Blockade Exhibition is dedicated to the links between Britain and Malta over 200 years, particularly with the Royal Navy, who along with the Maltese, strove to free this island from the invasion of the French.

"The story of these years is one of great bravery on behalf of the Maltese people... and I hope that the ties between our Services and the people of Malta will continue to be strong."



● **GRAND TOUR:** The Duke of York enjoyed a guided tour of Grand Harbour on board a Maltese patrol boat.

Picture: Dominic Blake

● **GEORGE CROSS:** The Duke reads the inscription on the George Cross presented to the island in World War II by his grandfather, King George VI, for the bravery of its people.

Picture: Arthur Edwards, The Sun



● **HERO:** Captain Alexander Ball, who brought guns ashore from HMS Alexander and fought with the Maltese people, and became Governor of the island in 1799.



● **NAPOLEON:** After his defeat at the Battle of the Nile he was unable to break the British blockade of Malta.

The royal wee

SHORTLY before his visit to Malta, Prince Andrew was one of several staff required to provide a urine sample for a random drugs test at the MOD in London.

Asked about the incident, the Duke said he burst out laughing when he was approached, but realised that no-one in the Service is exempt from tests.

He said: "The thing about being a naval officer, is that you can't be given any privileges because you are a member of the Royal family."

"Actually, I was delighted to do it. I was curious to know what they were going to find!"

Not surprisingly, the result was negative - as was the First Sea Lord's when he was tested last year!

Duke remembers sacrifices of World War II

DURING his visit to Malta, Prince Andrew remembered the sacrifices of the British and Maltese men and women who were pounded by Italian and German bombers and starved of supplies as merchantmen were sent to the bottom of the sea during World War II.

Malta remained on the front line from the moment that Italian aircraft attacked on the morning of June 10, 1940. The blitz reached a new intensity in January 1941 when the Luftwaffe struck at the damaged HMS *Illustrious* in Senglea, with the civilian population bearing the brunt, and Senglea was the Duke's first port of call on arrival in Malta.

After walking along the harbour with the town's Mayor he visited the War Memorial at Senglea Point Gardens and signed a book of remembrance before touring Grand Harbour on a

Maltese Patrol boat and calling on the British High Commissioner Graham Archer, and the President of Malta.

Before leaving the island, Prince Andrew visited the headquarters of the Royal British Legion to meet British and Maltese veterans from the RN Officers Association, the RNA and Royal Marines Association.

After laying a wreath at the Siege Bell Monument dedicated to the 7,000 Servicemen, merchantmen and civilians who died in the defence of Malta, he attended a short Service at St Paul's Anglican Cathedral and visited the Lascaris War Rooms which formed the island's operational nerve-centre during the war.

The Duke has a personal interest in the island's history as members of his immediate family saw action in and around Malta during World War II.

His father, then Prince Philip of Greece, fought with the Navy in HMS *Valiant*, and his great uncle Lord Mountbatten sailed from Malta in HMS *Kelly*, and survived the sinking of his ship off Crete when German aircraft dive bombed her and machine-gunned the oil-soaked survivors in the water.

And on April 15, 1942, the Duke's grandfather King George VI presented the George Cross to the entire island "... to bear witness to a heroism and devotion that will long be famous in history."

The Duke told me: "I remember hearing stories about Malta, sitting at my father's knee, and from Lord Mountbatten. During this visit I have been recognising a bit here, a bit there, from the pictures they showed me and the stories they told, and being here has allowed me to put the pieces of the jigsaw puzzle together."



● **BLITZED:** Shrapnel holes in the ship's bell of HMS *Illustrious* give some idea of the intensity of the air attacks that the armoured deck aircraft carrier endured before reaching Malta and (right) at Parlatorio Wharf at Senglea, January 1941.



Richmond appears in Battle of Britain show

HMS RICHMOND provided an impressive Naval background to a flying display in Jersey which commemorates the Battle of Britain.

The annual event at St Helier attracts modern and historic military and commercial aircraft from all over the world. Modern aircraft at this year's show included

an Su-27 and a Royal Air Force GR7 ground attack Harrier, and from times past, there was a Spitfire and a Lancaster bomber. The event culminated in a breath-taking display by the Red Arrows.

During her visit HMS Richmond entertained visitors from the local Sea Cadets and the ship's Lynx helicopter was on display in the People's Park.



● HMS Richmond, a Type 23 frigate, at anchor in St Aubin's Bay. Picture: Jersey Evening Post.

Cornwall visit goes down well

HMS BROCKLESBY caught the attention of thousands of visitors to the Newlyn Fish Festival in Cornwall.

The ship proved so popular that extra time was needed to accommodate the crowd which appeared at the gangway during her open afternoon.

After nudging her way slowly astern into the tidally constrained harbour, the ship enjoyed a packed weekend of events.

The ship hosted a cocktail party on board, played squash against Penzance, football against Mousehole 3rd XI and attended a civic reception in the village.

Visitors to Brocklesby included World War II minesweeper COs, fishermen, RNA members, holiday-makers and BBC weather man Craig Rich.

Britannia opens to the public

THE FORMER Royal Yacht Britannia has opened for business in her new role as a tourist attraction – and was sold out on her first three days.

The ship, decommissioned in Portsmouth in December, is now permanently moored in Leith, Edinburgh, where she is the centrepiece of a multi-million pound docks redevelopment.

Around 1,000 visitors a day, paying £6.50 for adults, £3.75 for children, have been taking the self-guided audio tour, which includes a glimpse into the royal bedrooms.

Many of the original fittings have been loaned back to the charitable trust which now runs the yacht.

But a gold centrepiece worth more than £1 million and the dining room table and set-

tings have been retained for use at Buckingham Palace and Windsor.

A limited number of corporate events will also be held on board – Ford had the honour of taking the first date, and other "reputable companies" will also be allowed to host events on board.

Tickets for the former Royal Yacht can be obtained on 0131 555 5566.



Classical Jewellery

Navy News is launching this season's new collection of classical jewellery especially produced by Sceptre Jewels, London.

Each piece of jewellery has been produced after being exclusively designed for Navy News readers, making each special item a perfect Christmas gift



18ct yellow & white gold Anchor pendant with Rubies
Size 3.8cm x 2.2cm approximately



Sterling silver Anchor Brooch with blue topaz
Size 3cm x 2.2cm approximately



Gold & silver Yacht enamelled Brooches
Size 3.8cm x 2.4cm approximately

Anchor Collection

The stylish anchors can be purchased either as a brooch or pendant. They are produced in 18ct yellow and white gold, set with rubies or sapphires. Alternatively they can be produced in 9ct gold set with rubies.

The sterling silver anchors, are featured with a silver gilt twisted wire and are set with either pearls, green tourmaline or blue topaz.

Yacht Collection

This new collection of yacht brooches are manufactured in sterling silver, 18ct or 9ct gold. The range includes gold or silver with enamelled sails eg: blue/white, yellow/white, or blue/yellow, or plain gold with red/yellow gold sails.

All the jewellery, whether 18ct, 9ct or silver carries a British Hallmark.

All items of jewellery are supplied in a blue presentation box. Each item can be tailored to your specific requirements, please phone for details. Prices include our special registered delivery service.

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9ct red & yellow gold Yacht Brooch		£199.00	
Sterling silver Yacht enamelled Brooch		£165.00	
18ct yellow & white gold Anchor Brooch with rubies		£299.99	
18ct yellow & white gold Anchor Pendant with rubies		£292.00	
18ct yellow & white gold Anchor Brooch with sapphires		£299.99	
18ct yellow & white gold Anchor Pendant with sapphires		£292.00	
9ct yellow & white gold Anchor Brooch with rubies		£182.95	
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NEWSVIEW

'Hornblower's Patent Bridge for Beating the Bullies'

WITH the odd tale of bullying in the Navy turning up in the national press lately, was it a coincidence that this was the central theme of the first episode of TV's *Hornblower*? If so, would that the problem were settled so satisfyingly today, eh?

In true *Boy's Own Paper* style, honour was satisfied all round here. Our hero refuses to sneak on the brutal, passed-over senior Midshipman Simpson – and the schoolboy code of silence demands that he be seized up in the storm-swept rigging for a few hours.

Small wonder he decides something must be done – as much for his fellow sufferers as for himself, of course. So he challenges his tormentor ('the best shot in the Fleet') to a duel. A brother officer plays Sydney Carton – and fails, by losing his own life without removing the opposition. The more encouraged by the sacrifice of his pal, Hornblower finally gets to engage his bete noir on the field of honour – and is winged when the unspeakable cad fires in advance of the arranged signal. Hornblower disgustedly discharges his own pistol in the air, declaring his opponent 'not worth the powder' – and is saved from being knifed in the back by the timely intervention of his roughly paternal CO, who picks off the villain from impossibly long range: 'Good shot, sir!'

It is worth remembering that bullying was practically institutionalised in the Navy of 200 years ago – and remained so until well within living memory: Gunroom life in the capital ships of the inter-war years still allowed many of the petty tyrannies that obtained in the days of sail. Well, times have changed. But not that much.

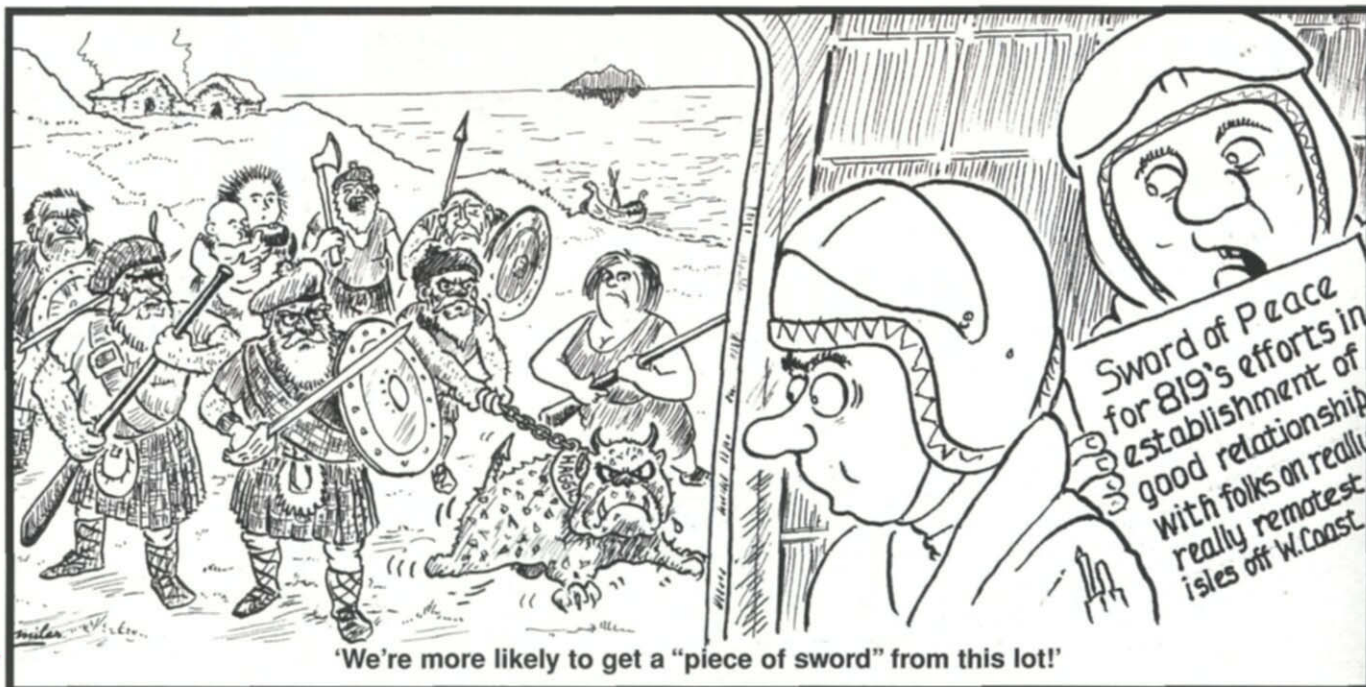
Today, as ever, it is impossible to legislate against the darker side of human nature – the bullies, like the poor, are always with us. They are there in our schools, on the factory floor – and in our offices, boardrooms and in the very corridors of power, too.

So we should not be surprised that the bully – who generally has more of a problem than his victim – exists in the Navy as anywhere else. In some ways the Navy, with its robust culture of self-reliance – which so many of our readers praise as having been the making of them in both Service and civilian life – almost encourages his presence.

Again as ever, the victim of the bully must find a personal way of dealing with him – or her. This is one of the fundamental lessons of life. But in the end it is up to the victim's oppos, his senior NCOs (who as people once known as 'Sea Daddies' have a special responsibility for the young) and his officers to make sure that one of the nastiest, cleverest and most calculating opponents he is ever likely to face eventually receives his comeuppance.

It's not nice, in the meantime, to have to bite the bullet. But sooner or later all bullies get the bullet back. Hornblower's bully got his smack in the chest. And serve him right. Well, that was what we were meant to think, wasn't it? Sadly, some might say, it's not a solution that bridges the generations ...

Increasingly, the modern way is to call for compensation. Which, in the long term, isn't the same as demanding satisfaction.



Praise for 'tremendous contribution to peaceful understanding'

819 wins all hearts for Sword of Peace

THE "IMMENSE" professionalism and dedication of the officers and men of 819 Naval Air Squadron have won them the Naval Wilkinson Sword of Peace for 1997.

Based at HMS Gannet, Ayrshire, 819 is the only Fleet Air Arm unit operating north of Somerset, and the award brings recognition for the unstinting and invaluable contribution to fostering good relations with the public.

A combination of search and rescue missions, medical evacuations, school visits, charity fundraising and participation in community events have all helped to win the hearts of local people and visitors.

In undertaking its primary role in anti-submarine warfare, the squadron has deployed around the world in HM ships. But at home 819 is also tasked with providing 24-hour rescue cover for an area stretching from the Lake District in the south to Ben Nevis in the

north, and from the east coast of Scotland to the west of Northern Ireland.

In addition to its purely search and rescue role, the squadron provides an out-of-hours and foul weather air ambulance service to the people living on the remote islands off the west coast of Scotland.

During last year, 819 also found time to support the RN Presentation Team, visiting schools and cadet units from the Orkneys down to Oxford. It has put on flying displays in support of a schools educational programme sponsored by the regional council.

The citation for the award points out that "the professionalism and dedication consistently displayed by all the officers and

men of 819 Naval Air Squadron during their many activities in 1997, has been recognised by many organisations, both Service and civilian, as immense.

"Despite maintaining high levels of operational capability as a front-line air squadron, they have made a tremendous contribution to the continued peaceful understanding and co-operation of the civil population within the UK as a whole, and around the west coast of Scotland in particular."

Meanwhile the tri-service staff of what was once known as "The Glasshouse" has won the 1997 Wilkinson Sword of Peace Special Award.

The Military Corrective Training Centre at Colchester has won the Sword for its work, during its 50th

anniversary year, in employing Service detainees on community projects to bolster their teamwork and self-esteem.

Projects carried out for the local community included help at the annual Country Day, at Mersea Island Yacht Club, redecoration of a hospice, and work for two primary schools – most notably the building of a play area for Montgomery school.

Regular activities have included help at St Helena Hospice, Colchester Night Shelter and a church soup kitchen.

Among the charitable organisations helped by the Centre's inmates have been the Royal National Lifeboat Institution, the NSPCC and Riding for the Disabled – and sponsorship money is raised each year for the Children in Need appeal.

Staff and detainees also give regular help to the Winged Fellowship, a holiday home for the severely disabled; and North Nottinghamshire Learning Support Unit.

Dutch RIBs' long ride to the Rock!

THE GIBRALTAR Squadron provided a warm welcome for a pair of Dutch Rigid Inflatable Boats (RIBs) when they called at the Rock – at the end of a gruelling 2,300-mile voyage from Amsterdam.

A team of nine volunteers from all walks of life, including several ex-Marines, made the trip to mark the 350th anniversary of the Treaty of Munster.

This had ended the Eighty Years War between the Spanish Crown and the United Provinces, forcing the recognition of the Netherlands as an independent state.

● HMS Trumpeter escorts the Dutch RIBs into Gibraltar harbour. Picture – Cpl Kev Jones, RAF.



Gulf illness – press aware

RESEARCH into Gulf Veterans' illnesses has stepped up with the launch of a press awareness campaign – part of the biggest-ever survey of the health of Service personnel.

Said Armed Forces Minister Doug Henderson: "This is not prying into the private lives of Gulf veterans ... It is vital that we are able to compare the health of UK Gulf veterans with the health of those Servicemen and women who did not go to the Gulf."

Health questionnaires are being sent to over 100,000 serving and former members of the Armed Forces, while adverts are being placed in a number of newspapers to highlight their importance.

Study teams from Manchester University and King's College, London are making comparative studies into the incidence of ill-health while the London School of Hygiene and Tropical Medicine is focusing on the reproductive health of Service personnel.

Support for the Silence

THE QUEEN has approved Sunday, November 8 as Remembrance Day this year. Military establishments, units and ships are being told that their religious services held to mark the occasion must be timed to include two minutes' silence beginning at 11am.

Observance of the two-minute silence being promoted by the Royal British Legion on Wednesday, November 11 – Armistice Day – is left to the discretion of commanding officers and individuals, but is strongly encouraged.

□ Last year the Armed Forces helped to raise over £17 million for the RBL's Poppy Appeal. More details are contained in DCI JS 110/98.

Merlin makes public debut

THE NAVY'S new Merlin helicopter held aviation enthusiasts spellbound at its first public flying display at the Farnborough Airshow.

Pilot Graham Lee put the latest model through her paces in a display which thrilled the public and delighted the team which has been working on the Merlin project since its inception.

One of the spectators was Peter Shultz, Managing Director of prime contractor Lockheed Martin ASIC UK.

Mr Shultz told *Navy News*: "It was an excellent opportunity for the international community to witness the results of seven years of significant effort and highly effective teamwork."

"All of our sub-contractors and customers, in fact the whole Merlin team, was there, and the thing that made my heart skip a beat was that Merlin Mk.1 is now a reality. The whole team deserves to be very proud of what they have accomplished."

The RN now has eight Merlin helicopters and will eventually operate 44 aircraft in frigates and carriers throughout the Fleet.

And December 1 sees the commissioning of the first Merlin Squadron, the Operational Flying Trials Unit 700M at RN air station Culdrose, where an intense effort has been under way to prepare for their arrival.

Tigers and Lynx spotted out together

WHEN THE Flying Tigers of 814 Naval Air Squadron met two Lynx helicopters from 815 NAS, it wasn't so much jungle warfare as anti-surface-warfare.

The Mk 3 and Mk 8 Lynx helicopters, usually based at HMS Osprey, were on detachment to Culdrose to test tactics designed to simplify voice reporting procedures during anti-surface operations.

The trials, which lasted for three days and included night-time sorties, were highly successful with both Sea King and Lynx crews gaining valuable benefits from training together.



● Lynx helicopters from 815 NAS (Portland) meet up with a Sea King from 814 NAS during their recent exercises over the South West Training Area. Picture: PO(PHOT) Bernie Pettersen



● Madam Speaker, Betty Boothroyd MP, with HMS Lancaster's Commanding Officer, Cdr Peter Walpole. Picture: LA(PHOT) Paul Smith

St Petersburg visit

ST PETERSBURG gave HMS Lancaster an enthusiastic welcome when she arrived at the Russian port with an international group of NATO ships.

Seven frigates of the Standing Naval Force Atlantic made an impressive sight while berthed on the river Neva in the historic city, especially Lancaster, which was floodlit at night.

Eight members of the ship's company attended a wreath-laying ceremony for the 500,000 victims of the World War II siege and the ship welcomed over 3,700 visitors on board during open afternoons.

A ship's programme printed in Russian was handed out and visitors included a wedding party of 20, with the happy couple exchanging vows on deck and departing with a gift from the ship.

VIPs hosted by Lancaster in St Petersburg included House of Commons Speaker Betty Boothroyd, and Mr Alexander Paradiz, who had invited her to address the Russian State Duma.

Sea cadets celebrate

DUNDEE Sea Cadets celebrated their 60th anniversary in style.

After a parade and inspection in the city square the bugle band and cadets of TS Duncan marched past, with the salute being taken by a founder member, Mr Donald Saunders.

Other events included a competition between past and present bands, beating retreat, an evening reception and a disco for cadets and friends on board the frigate Unicorn.

Trafalgar wins the Desmond Wettern trophy

PLYMOUTH-BASED submarine HMS Trafalgar has won a prestigious award for promoting the most positive view of the Royal Navy through the media in the last year.

The Desmond Wettern Trophy is an annual award presented in memory of the former Navy correspondent of the Daily Telegraph who was a keen supporter of the Service.

Cdr Matt Parr, the Commanding Officer of HMS Trafalgar, was presented with the trophy by Mrs Gillian Wettern in the presence of Flag Officer Submarines, Rear Admiral Rob Stevens.

The trophy takes the form of a crystal decanter mounted on a plinth of oak from Nelson's flagship, HMS Victory, and the terms of the award state that, in Desmond's memory, the decanter should be kept full.

Trafalgar won the award primarily for her work with three television documentaries; a forthcoming major documentary on the Perisher course, a West Country TV documentary at the end of last year's Ocean Wave deployment and sequences for a Granada series *Savage Seas*. Trafalgar also



● Above: HMS Trafalgar's CO, Cdr Matt Parr, receives the Desmond Wettern Trophy from Mrs Gillian Wettern, widow of the former Daily Telegraph Navy correspondent. Picture: HMS Drake Photographic

featured twice in major spreads in *Navy News*.

Second place went to the aircraft carrier HMS Invincible for her work during operations in the Gulf, and 40 Commando was placed third for its work in raising the unit's profile in Somerset.



● Dundee Lord Provost Mervyn Rolfe with the big drummer, PO Simon Gardner, drum major and commanding officer, Lt Cdr (SCC) Bill Wylie.

Warship secret to be revealed

ONE OF THE secrets of modern warship building is to be revealed to the public when the new National Maritime Museum opens its doors next spring.

The museum is to display a manganese bronze propeller, built using 'stealth' technology for the Navy's new Duke class Type 23 frigates, on a revolving shaft behind an 11-metre-high glass wall.

The huge propeller, which weighs 8.5 tonnes, is 4.2m in diameter and has small holes in its leading edge to aid quiet running, has been hidden below the waterline on the Navy's latest frigates until now.

"We are extremely fortunate to secure such an exciting exhibit" said Richard Ormond, Director of the National Maritime Museum. "Worldwide, few maritime museums have the ability to exhibit objects of this size undercover, let alone display them in such a dramatic fashion."

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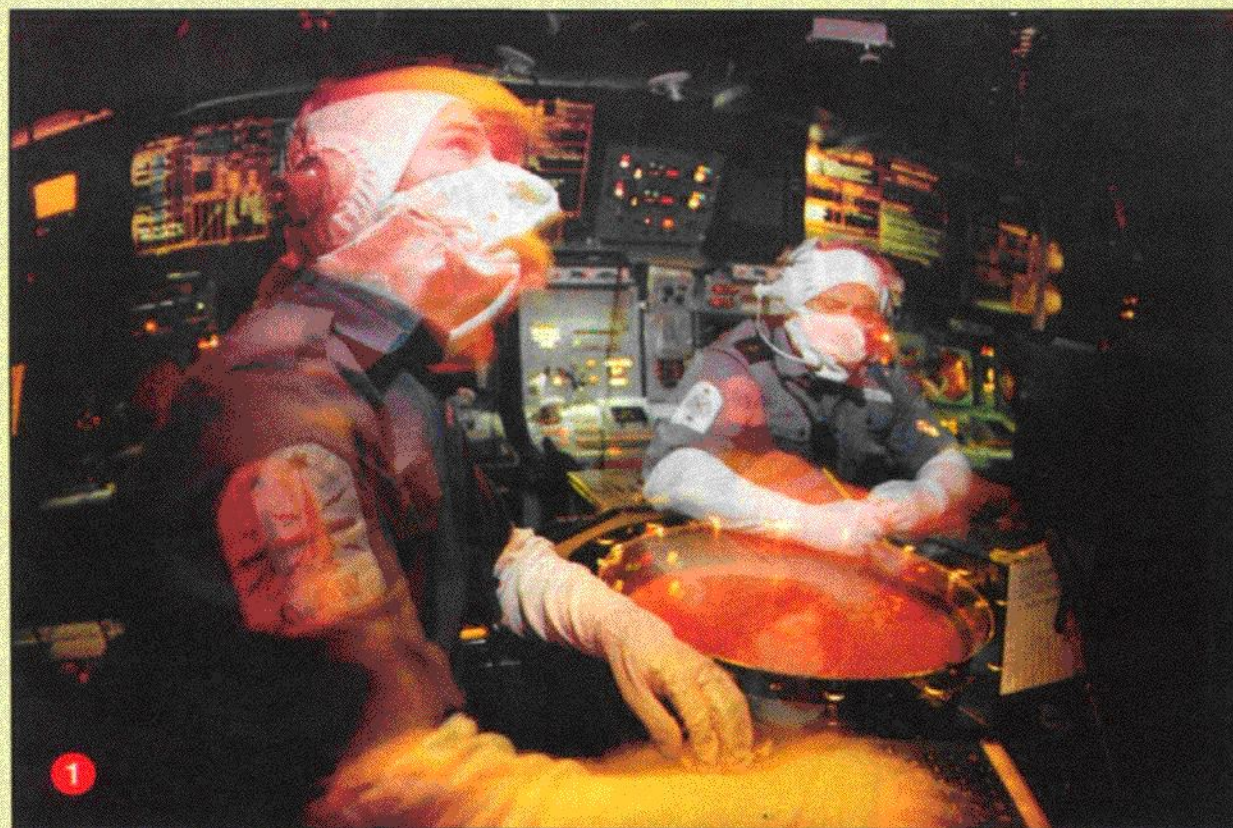
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BIG SHOTS



1 OPS ROOM: FOSNNI's LA Nathan Dua captures the atmosphere in HMS Edinburgh's ops room.

2 FLAMING MARINES: LA Steve Lewis (AGFA award for Royal Marines Portfolio and Keith Johnson & Pelling Award) shows 42 Cdo in training for Northern Ireland duty

Top photographers reap their rewards

THE NAVY'S top photographic unit for 1998 is the talented team attached to Flag Officer Scotland, Northern England and Northern Ireland.

A selection of their work was chosen as the winning portfolio in the prestigious Peregrine Trophy for professional photographers in the Navy.

The trophy was presented by the First Sea Lord, Admiral Sir Jock Slater, at an awards ceremony in London's Royal United Services Institute.

Five FOSNNI photographers, LA Jim Gibson, LA Adrian Hughes, LW Jane Gregory, LA Mick Storey and LA Nathan Dua, contributed to the winning portfolio, and FOSNNI staff also scooped the Eastman (Kodak) Cup.

After the presentation of the 37th annual Peregrine Trophy there were ten more awards for some of the Service's top individuals.

LA (PHOT) Steve Lewis (42 Cdo) and LA (PHOT) Dave Coombs (DNR) won two categories each.

PO Wayne Humphreys (HMS Illustrious) LA Dave Whittaker (HMS Drake) LA (PHOT) Steve Saywell (FOSF) and LA (PHOT) Andy White (Capt H) all won industry awards and LA (PHOT) Paul Smith was presented with the Navy News Trophy.

The skill and dedication of the Service's many non-professional photographers was also recognised in the VSEL Amateur Awards.

HMS Herald's AB Abes Abrams was this year's winner, with Lt Cdr Duncan Fogg (HMS Brave) and Acting POMEM Peter Years (HMS Sultan) in second and third places.

The judges were PA News Picture Editor Martin Keene, Daily Telegraph Chief Staff Photographer Anthony Marshall and Simon John of the British Institute of Professional Photographers.

They were impressed by the variety and quality of the images which were submitted this year and said that the professionalism of the branch compared well with industry standards.

A selection of this year's stunning award winners is shown here.



3 FAST PURSUIT: LA Paul Smith won the Trophy for his picture of a high speed chase with Danish high speed boats during Exercise Co-operative Jag.



4 HELLO SAILOR: FOSNNI staff contributed this portrait of a sailor to the unit's success.

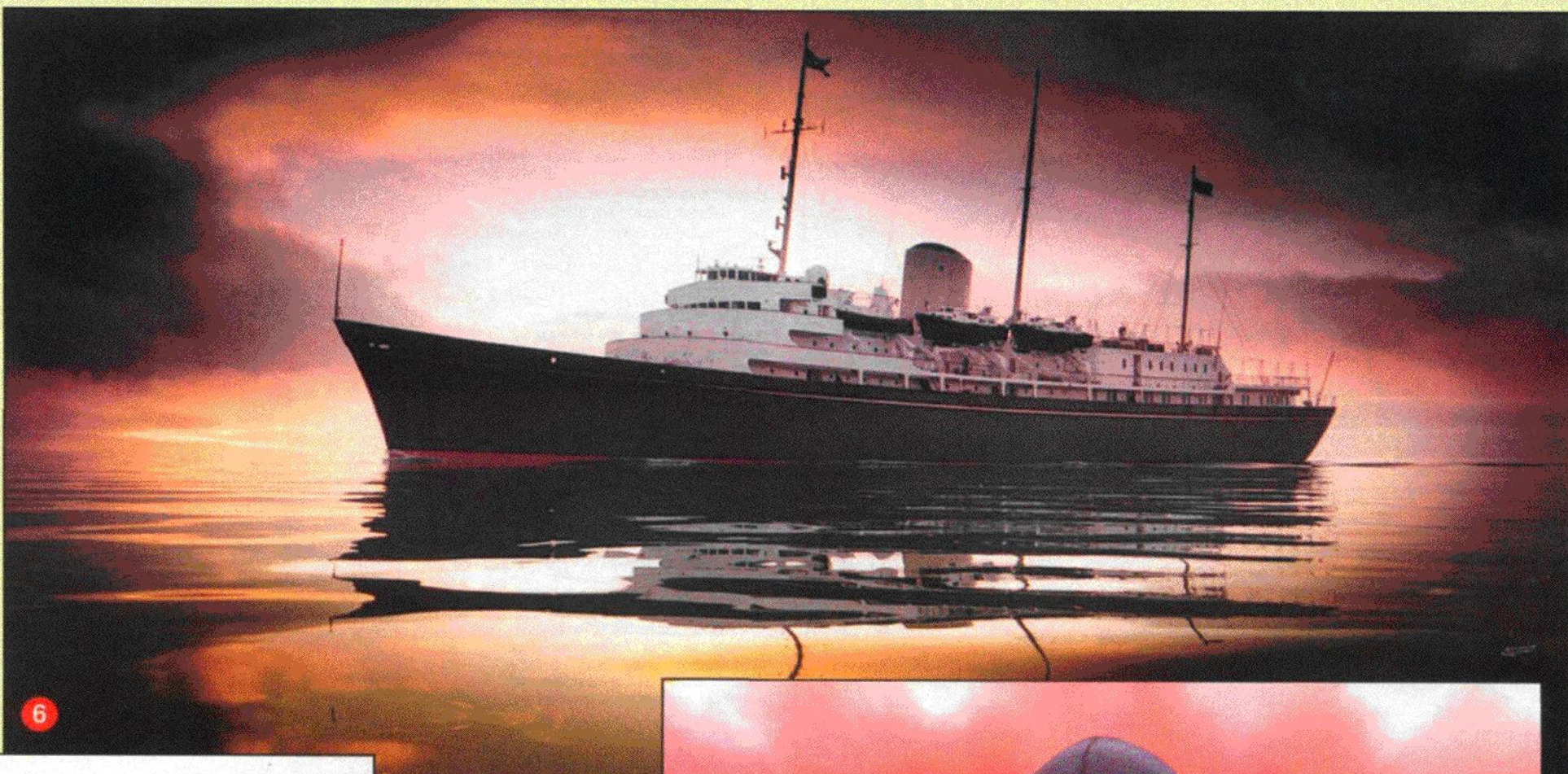
5 A MOMENT OF REFLECTION: Photographer LA Andy White won this remarkable picture, which shows a bathymetric profile on the face and anti-flash



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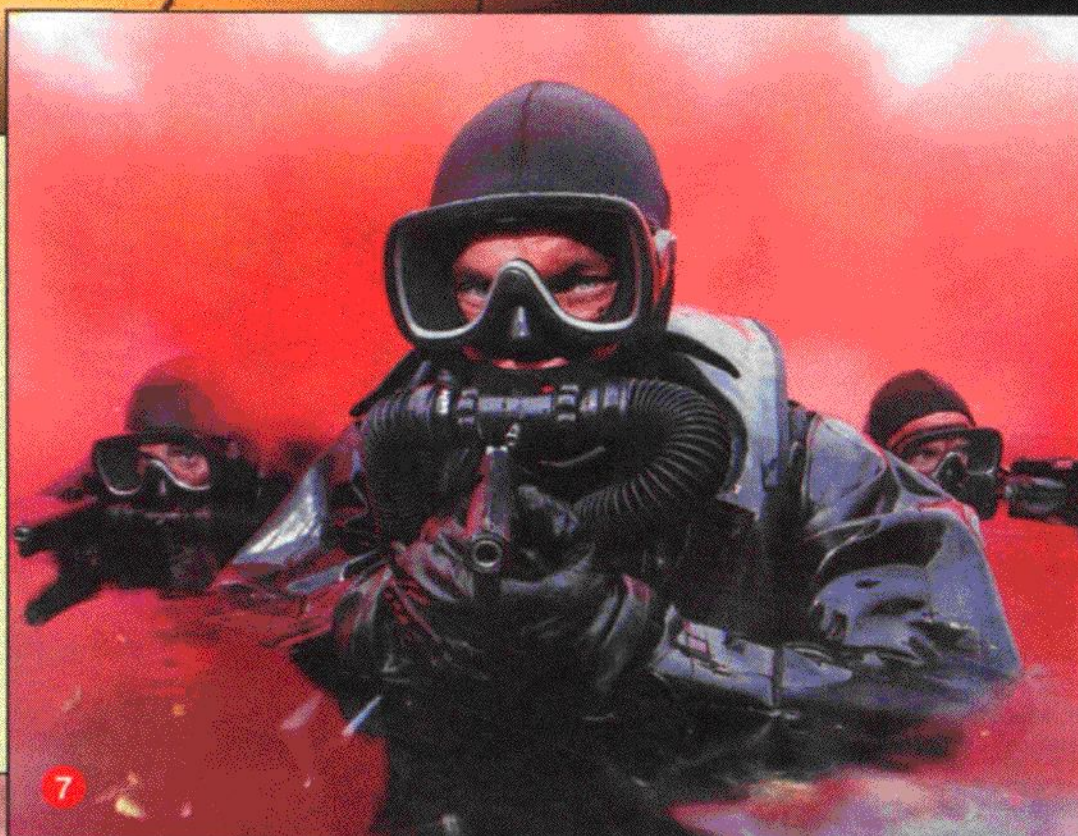
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6 FAREWELL TOUR: LA(PHOT) Jim Gibson's majestic shot of HMV Britannia is another from FOSNNI's winning portfolio.

7 THE VISIT: LA Steve Saywell (FOSF) surfaced as the winner of the Fujifilm award with this shot of a Fleet Diving Unit exercise.

8 GATHERING STORM: Another shot from FOSNNI's Peregrine Trophy-winning portfolio was this picture of HMS Sutherland on exercise off the north coast of Scotland. It was taken by FOSNNI's LA Mick Storey.



ul Smith won the Navy News
of HMS Somerset on exer-
d attack craft during
uar.

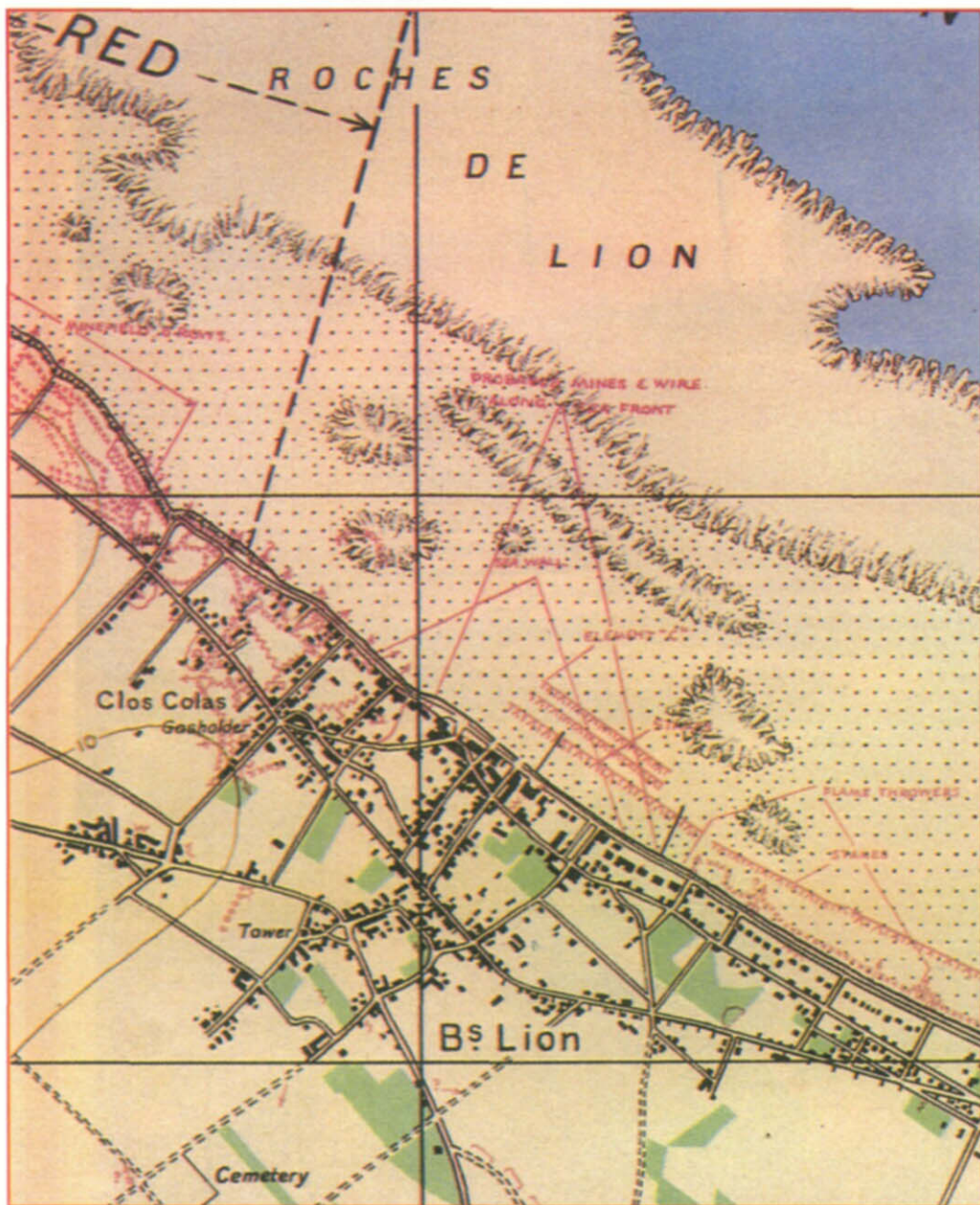
NI'S LW Jane Gregory con-
f Neptune UPO's WTR Paula
essful portfolio.

SECTION: Captain H photogra-
on the Hasselblad Award for
hich shows a three-dimen-
of the ocean floor reflected
gear of the operator.





At Your Leisure



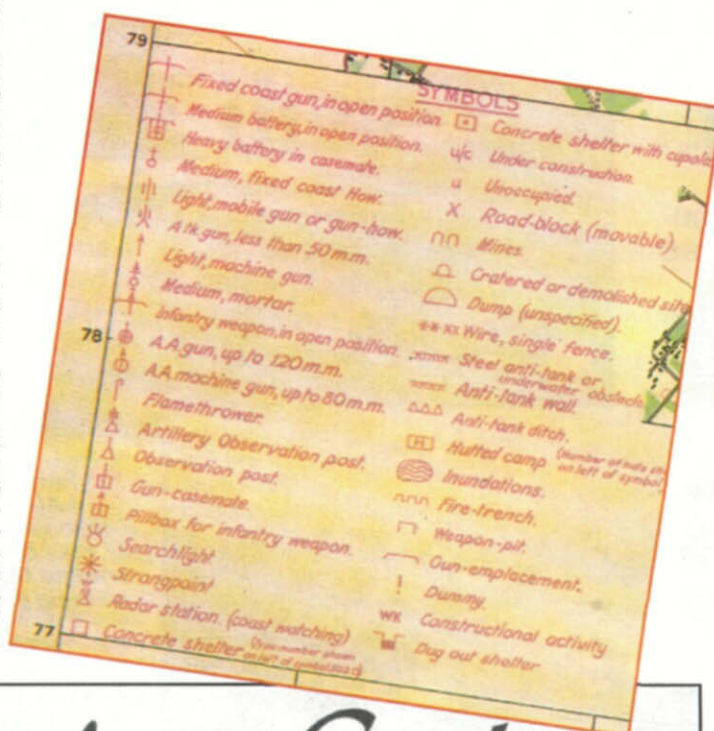
INTEREST in the D-Day landings has been revived by the Stephen Spielberg film *Saving Private Ryan* – even though it deals exclusively with the American share of the invasion effort.

The first half-hour depicts the US assault on Omaha Beach with horrifying realism. Shown here (left) is a detail from the chart of Sword Beach, 20 miles to the east of Omaha and venue for the British Second Army under Lt Gen Sir Miles Dempsey, with the various obstacles they were expected to meet – flame throwers, stakes, wire, mines etc – marked in red and described in the key (right). Below: A handbill based on a poster produced by the Admiralty in 1944, showing different types of landing craft employed. The great majority of the vessels in Operation Neptune were British.

These documents are contained in the Imperial War Museum's excellent D-Day pack, one of a series of wartime collections published at £9.95.

Other items include a letter from S/Lt Sidney Montford RNVR to his brother, Dr T. M. Montford, on June 12, 1944 (Montford was the Gunnery Officer of the destroyer HMS Eglinton, the first Allied warship to close in on the beaches); and a 'Child's Guide to the Far Shore', giving basic instructions to Naval personnel of Force 'S' (Sword Beach) in the Eastern Naval Task Force.

Papers that saved Pte Ryan & Co



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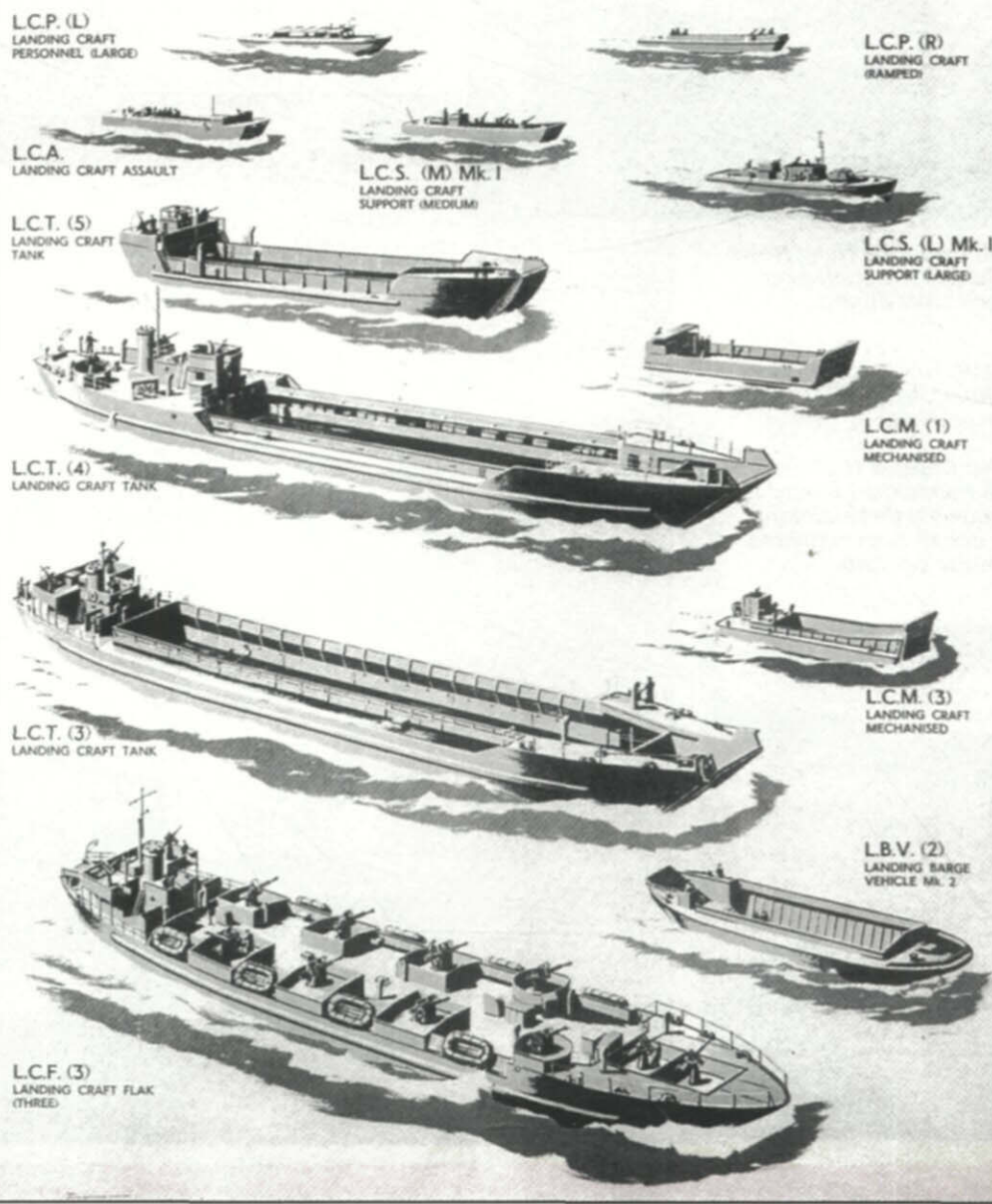
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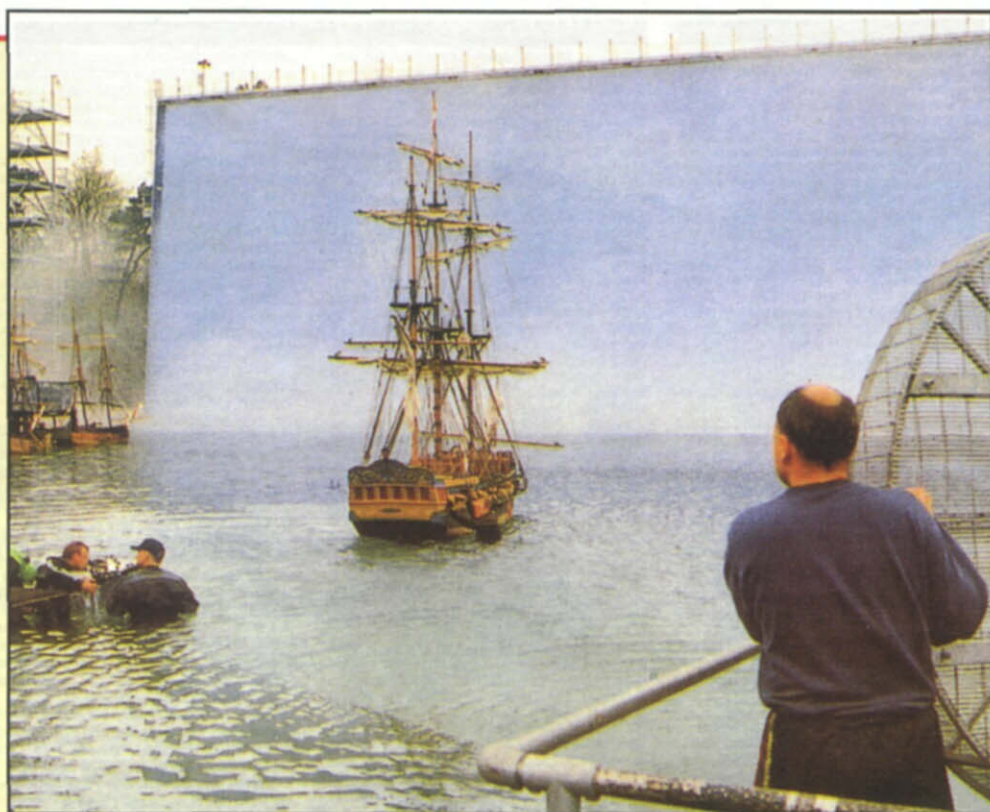
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Making heavy weather for Hornblower

HORNBLOWER hit the small screen last month in one of the most ambitious – and expensive – TV series ever made.

The adventures of C. S. Forester's hero – next to James Bond, the best known of all RN fictional characters – have been brought to life with the aid of the first British frigate to be hand-built from wood for 140 years, the 22-cannon HMS *Indefatigable*.

And with a fleet of models, made in Russia, seen here in the tank at Pinewood studios. The fan on the right of the picture is a computer-controlled wind machine that creates both wind and waves of varying levels of intensity.

The tank has seen plenty of action over the past 40 years. First epic to be shot here was *Sink the Bismarck!* while more recently James Bond got wet making *Tomorrow Never Dies*.

The *Making of Hornblower*, chronicling the production on location in the Crimea and Portugal with background historical information is published by Bantam at £14.99.

HOW A LYNX PILOT LOST HIS L-PLATES

IN SEPTEMBER 1990 Richard Boswell was a newly qualified Naval helicopter pilot, fresh out of flight school and flying one of the most potent fighting helicopters in the world – the Westland Lynx.

On the day he and his girlfriend decided to buy a house together, Saddam Hussein invaded Kuwait.

With less than 24 hours notice, he was on board HMS Manchester, en route to the Gulf. There the Type 42 destroyer prepared for the seaborne invasion that most thought was inevitable.

Boswell saw action against Iraqi forces, protecting Allied ships and sinking a number of enemy gunboats. After the liberation of Kuwait, he flew extensively around the devastated country, when his duties included a spell as pilot to the military commander Gen Sir Peter de la Billière – who provides a foreword to his memoir *Weapons Free* (Crecy £19.95). But Boswell's story does not end here. After returning to the UK, he

became an instructor and also indulged his passion for flying home-built aircraft – which led to the accident that nearly killed him and ended his days as a Navy pilot.

His battle to rebuild his shattered life is every bit as graphic as the one he describes in the Gulf.

Says Sir Peter: "Weapons Free ... serves to highlight the Royal Navy's invaluable contribution to Operation Desert Storm, which has perhaps passed by without the recognition it deserved."

"Richard Boswell's description of the helicopter engagements for which he was justifiably Mentioned in Despatches, leave no doubt as to the professionalism, commitment and courage of the Royal Navy and Fleet Air Arm when it was needed most in the Gulf War".

Boswell's book has many personal photographs depicting a pre-

viously unseen aspect of the war and its aftermath. He was initially rejected by both the RAF and the Navy as aircrew material, before managing to join as an engineer and transfer to pilot training.

After leaving the Navy he became an airline pilot and now flies executive jets – in his spare time still piloting helicopters and light aircraft. He is also a freelance journalist whose articles appear regularly in the aviation press.

Servant told Nelson off for drinking

TO MARK the 200th anniversary of the first of Nelson's famous battles, *HMS Vanguard at the Nile* is published by the Nelson Society at £12.50 (see advertisement opposite).

It features a full muster list of Nelson's flagship at the battle, with biographies where available – including details of Thomas Allen, his servant, who was born, like Nelson, at Burnham Thorpe, and died at the Royal Hospital, Greenwich in 1838 at the age of 74.

Allen first joined him when he took command of the *Agamemnon*. In action, he would be stationed at one of the upper deck guns close to his master and on more than one occasion, when under fire, interposed his bulky form to shield the much smaller Nelson.

He fought at the hero's side at St Vincent, when he was severely wounded.

It has been said he was too familiar with him – once he told him off for taking an extra glass of wine, saying: "No more now, you

know it will only make you ill."

●Tom Allen – litho from his obituary in *The Mirror of Literature, Amusement and Instruction*, November 9, 1839.



A suitable case for paranoia

THE HEYDAY of paranoia movies was the 1950s, when the likes of *Invasion of the Body Snatchers* and *Quatermass 2* featured heroes who came to suspect that their communities – the whole world – had been taken over by some alien force, that everything was a giant conspiracy, and they were the only ones not in on it.

Invariably, of course, they were dead right. Now, with *The Truman Show*, we revisit the paranoid scenario, but shorn of the sci-fi trappings.

Poor old Truman was adopted before birth by a TV company; his entire life has taken place on a huge film set peopled entirely by actors and peppered with hidden cameras which record Truman's – totally manipulated – life for global transmission.

We meet Truman just as his first suspicions begin to stir. Of course, the odd piece of lighting equipment crashing from the sky, and the tendency of his friends and

family to launch into unmotivated endorsements of lawnmowers and brands of cocoa (the show is sponsored) are liable to make a fellow wonder. It's difficult to know how to classify this movie. Certainly, it's full of humour, but the darker moments are strong enough to make one hesitate about calling it a comedy.

Ed Harris as the show's producer plays it straight and scary, while Jim Carrey as the luckless Truman is actually quite restrained – by his standards, at least.

It's an enjoyable picture for most audiences, though perhaps best avoided by anyone with a tendency to brood unduly about the nature of reality. That sky, those people, this life ... Hello? Anyone there? Really there?

You can't help thinking of Truman while watching *Lethal Weapon 4*. What if Riggs (Mel Gibson) were to say to Murtaugh (Danny Glover):

R: Say, Rog, do you ever wonder about –

M: What's that, good buddy?

R: Well, you know, when the bad guys blaze off about a zillion rounds and never more than wing us?

M: Just lucky, I guess.

R: And the way we never hit some innocent bystander when we're returning fire. Or collide with a school bus during a high speed pursuit?

M: Dammit, Riggs – what's your point?

R: I dunno, Rog. But don't you sometimes think that maybe we're not quite, well, real?

Unfair, no doubt. But even the fiercest fan might decide that with this latest episode – which boasts the biggest explosions, the most hair-raising chases and certainly the most alarming villain – the characters have gone about as far as they can, and then some.

Quit while you're ahead, guys.

ScreenScene – by Bob Baker

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Maid Marion: A photograph is needed of this converted yacht, for careful copying and prompt return, by the nephew of OS Henry Lewis, of Cardiff. She served as an anti-submarine vessel in both the UK and Ceylon, and OS Lewis served in her from 1940-45. Contact Ray Beames at 59, Pound Farm Road, Chichester, West Sussex PO19 2LU.

PO Harold Pickard: Info or books needed about HM Ships Impregnable (1924), Queen Elizabeth (1924-25), Valiant (1926-27), Vansittart (1928-29), Rodney (1930-32), Berwick (1932-34), Speedwell (1935-37) and the Navy's role in Dunkirk 1940, particularly anyone who knew Harold Pickard, Contact Roy Pickard on 01703 731792 or 55, Beaulieu Close, Southampton SO16 8ED.

HMS Vetch (1943-44) and HMS Evolution (1943): Diana Leadbetter would like information regarding her father, Leading Telegraphist Don Sabin, or general information about this corvette and shore establishment. Contact Diana on 01703 453208 or write to Four Chimneys, Grange Road, Netley Abbey, Southampton, SO31 5FE.

HMS Elfin May-June 1941: During his training at Blyth, Northumberland, King George VI and Queen Mother visited Mr J. Woodcock's base and photos were taken during inspection. His copy went down with HMS Medway in 1942. Can anyone help him get a copy? Contact him at 101, Long Road, Lowestoft NR33 9DD, tel 01502 564656.

HMS Loch Fada 1944-67: What has happened to the ship's bell? Contact Bob Harris, 12, Alandale Road, Sholing, Southampton, SO19 1DG, tel 01703 391848.

HMS Walrus: If you have any info on this ship, Simon Francis will be pleased to hear from you. He can be contacted on 01276 476404 (home) or 01344 633672 (work).

HMS Titania: Paul Dascombe is trying to find out about a gold and enamel medal won by a Royal Marine in the Inter Port Cup whilst on the Titania at Hong Kong in 1923. Paul can be contacted at 61, Cambridge Street, Semington, Northampton NN2 6DN.

HMS Norfolk: Do you recall an incident in Singapore about 1946 when the crew were mustered in front of Lord Mountbatten and Sir Archibald Clark after complaints about food? If so, H. Bates wants to hear from you at 318, Lightbourne Rd, New Moston MK40 0EJ.

HMS Shah: Vic Rothwell is hoping to make contact with any shipmates who served with him, so that they can recall their escapades. Contact Vic at 45, Park Road, Darwen, Lancs BB3 2LB, tel 01254 701378.

Sponsored walk help: Tony Kerr, visually impaired, is doing a 32km walk for RNIB, and wants to borrow or buy a body harness or waist belt with clip-on lanyard and hand-

strap. Contact him at 8, Hall Street, Southport PR9 0SF, tel 01704 545101.

Collinette: A photo of this 50ft yacht, last seen in Loch Striven in 1944 as a depot ship for midget submarines, is sought. Contact Pam Mitchell, 4, Redvers Close, Lymington, Hants SO41 3NZ, tel 01590 673171.

Navy Trawler Kingston Sapphire, sunk off Cape Trafalgar in 1940. The daughter of Frederick Smith wants to hear from anyone who knew her father or has details of the sinking. Frederick was also a naval schoolmaster at HMS Mercury. Contact Jenny Brown on 01926 332063.

Master at Arms Sword: D. Woodcock is trying to trace his father's sword, possibly engraved with John Frederick Woodcock D.M. 39878. Contact Mr Woodcock at 15, Green Lane, Dalton in Furness, Cumbria LA15 8LZ, tel 01229 62414.

HMS Ark Royal: Duncan "Pony" Moore served on the Ark 1975-77, when the documentary *Sailing* was made. Where can he obtain a copy of the video? Contact him at 13, Chenies Close, Allesley Park, Coventry CV5 9HR, tel 01203 714102.

Officers' Great Coat: Michael Fogarty wants to buy one of the woollen extreme temperature variety. It includes epaulettes; half-belt at rear, deep-buttoned vent, double-breasted with gold button, for someone 5'8", 42" chest. Contact Michael at 3, Prout Place, Weston, ACT, 2611, Australia.

Trawler Lord Nuffield: Which of the crew got a DSM after the sinking of Italian submarine Emo in Nov. 1942? Contact Miss L. Jewkes, 13, West Park Road, Smethwick, Birmingham B67 7JJ.

HMS Brocklesby (L42) 1941-45: If anyone who served in her has photos, George Stuart would appreciate a copy. Contact him at 37 Shaftesbury Road, Carshalton, Surrey SM5 1HH, tel 0181 640 7901.

German Lighthouse Tender, Mellum: If you have any info on this vessel, used in WWII and handed to the British Authorities in March, 1954, Paul Ridgway wants to hear from you. Write to 3, The Green, Kettton, Stamford, Lincs PE9 3RA, tel 01780 721628.

HMS Amethyst 1945-47: Having served on the ship, J. Dunstan has completed a stills video of over 300 photos supplied by ship's company from 1945-53. Cost of video is £8; all profits go to the Four Ships Association. Order from J. Dunstan, 44, Abbotsbury Road, Newton Abbot, Devon TQ12 2NS.

HMS Dunedin, sunk Nov 1941: Would survivors, relatives or friends with info or a wish to meet, contact Bill Gill, 18, Hawthorn Close, Saltdean, Brighton BN2 8HX, or son Stuart Gill (e-mail: mgill1205@aol.com), who are writing a history of the ship.

HMS Kent: If you are a Beecroft or Bostrom and are a survivor of the sinking of HMS Kent in 1940, contact Mr M. Campbell, Sandeel, Argyll Road, Kilcraggan G84 0HU.

BYMS: If you recall the Atlantic crossing, Normandy landings, European and Med theatres, Arakan and other Far East actions, contact E. Minett, 143, Mill Lane, Bradwell, Gt Yarmouth NR31 8HS, tel 01493 661657, fax 01493 308249.

Stan Holding last wrote to Miss W. Wyld in Deal, Kent, in Oct. 1945, from RNB, HMS Golden Hind, Sydney. Any contact would be welcomed by Mrs W. Collier, 14, Poiters Road, Chylesmore, Coventry CV3 5JX.

SDOGC: Were you Deputy Director of SDOGC between 1958-78 or Director between 1978-95? Would you like the original 'Name Board'? If so, please contact Lt E. C. Coleman on 01673 818202.

HMS Repulse: Can anyone supply a full survivors list from the ship, sunk off Kuantan in 1941. Please send to Arthur Owen Jones, The Cottage, 17, Little Crescent, Rottingdean, Brighton, Sussex BN2 7GF.

HMS Spartiate: Mr T. Knowles has a barrel about 4in high bearing a tally inscribed *From the task of HMS Spartiate*, and seeks info or photos. Contact him at 5, Browning Drive, Bodmin, Cornwall PL31 1PW.

HMS Maharratta, sunk 1944: Are any of the 16 survivors alive? Could they or crew of HMS Impulsive, or anyone in Russian convoy JW57, contact G. Robertson, 65, Monckton Fairleigh, Wiltshire BA15 2QJ, tel 01225 859715, e-mail g.robertson@btinternet.com.

HM Ships St Angelo 1943-44 & Sphinx 1944-47: Did you know William Hewitt? His brother would like to hear from you. Contact Walter Hewitt, 5, Aberford Road, Baguley Hall, Wythenshawe, Manchester M23 1JY.

HMS Swift: Mr A. Hills has two pictures of the sinking of HMS Swift off France in June, 1944. If you would like a copy, contact him at RR6, Mt. Forest, Ontario, Canada, N0G 2L0.

HMS Cumberland circa 1840: Mick Withington is looking for a drawing or painting of this three-masted ship of 70 tons. Will return. Contact him on 01795 875084.

RMS Oropesa: Peter Jones wants info about this liner. His father was gym instructor 1929-31, including the voyage with the Prince of Wales and Princess George. He is also interested in two passengers, Surgeon Cdr J. M. Horan and his fiancée, Miss Tighe, disembarked Plymouth 1931. Write to 4, Cross Road, Uttrother, Staffs ST14 7BN.

Our Penelope: S. J. Frost lost his copy of this book and is willing to pay for another - where he can obtain one? Contact him at 3, Ireland House, Stephenson Court, Peterborough, Cambs PE1 5DG.

The Anderson Cup: Where is this trophy, presented by ship's company of HMS Crane to the 3rd Frigate Squadron, Far East Fleet, 1958. Contact Tony Nuttal, 85, Conway Rd, Nottingham NG4 2PW, tel 0115 952 26363.

HMS Escapade: Ian Downes is seeking info on R.E. Jones, who served on board during 1939-40, also HMS Farne 1939. Write to Ian Downes, CPLG, Metropolis House, 22, Percy Street, London W1P 0DN.

HMS Malcolm: Do you recall this destroyer? It was whilst on board that the late father of W. Ross renewed acquaintance with Willie Fair, ex-neighbour in Newbiggin-by-Sea. Contact W. Ross at 29, Hill Crest Drive, Beverley, East Yorkshire HU17 7JL.

Francis Murphy: Entered the Navy 1943 and served as a Stoker. Served in HMS Duke and HMS Victory. Would anyone who recalls him contact his wife, Mrs E. Murphy, at 111, Tany's Dell, Harlow, Essex CM20 2LP.

Mutiny: Vincent Howard is researching alleged instances of mutiny that have occurred since 1939. If you know of any cases, please telephone him on 01962 760250, mention 'mutiny' and he will ring you back - any information useful.

Mining incident, Corfu Straits: Ken Hayley wants info on this incident. Contact him at 87, Grasmere Road, Lightwater, Surrey GU18 5TL, tel/fax 01276 457477.

Reg Gilham, Stoker PO: Did you know Geoff Gilham's uncle, who served from 1939-52, in HMS Resolution at the start of WWII and in HMS Swiftsure in 1948. If you have any info, contact Geoff at 1, Challenger Close, Sittingbourne, Kent ME10 2HZ.

HMS Cicala, sunk Hong Kong 1941: Did you know CPO G. Thums, cox of the Cicala? Do you know about the 1,200 mile march led by a Chinese admiral to the China-Burma border? Contact E. Beardsley, 28, Slade Road, Portishead, Bristol BS20 9BS.

LRO Colin Edward Shaw: Trained HMS Mercury, served HM Ships Ark Royal and Cavalier. Boxed for the RN, and was based at HMS Nelson until he left the Navy in 1966. Died 1967. His widow Ellen wants a photo of him for the grandchildren. Contact her c/o the Chaplaincy, HMS Nelson, tel 01705 724192.

HMS Prince of Wales: After her sinking, what happened to MAA A. Jenkin until his death in Colombo? Any info to his son, K. Miller, at 115, Stanborough Rd, Plymouth, Plymouth PL9 8PJ, tel 01752 401930.

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June 1999

Royal Engineers Association (Crewe) Diamond Jubilee: June 20, parade and service in Crewe Park then entertainment at the Grosvenor Club, Chester St. Crewe.

June 2000

Royal Navy Motorcycle Club will have been around for 20 years in 2000. A reunion is planned for June 20-22. Will all past members of the RNMCC contact Martin Sang at MASU Transport Section, Fleetlands, Fareham Rd, Gosport PO13 0AA, tel 01705 554514, or Military 9380 44514.

Calling Old Shipmates

SD(L) Lt Mike Draper runs a thriving luncheon club, using the wardroom at HMS Collingwood. Contact Mike on 01329 825877 or e-mail mikedraper@mcmil.com

Maxwell Nicholls (Musician), who served on HMS Hermione, saving a shipmate when she was torpedoed in 1942. Contact Everard Mallinson, 7 Langwith Ave, Collingham, Wetherby LS22 5DD, tel 01937 573156.

LWEM(R) W A Byrne: If you served with Robbie on HMS Otis (1988-91), contact Sandie, 111 Haslar Crescent, Waterlooville, Hants, regarding a surprise 40th birthday party, January 1999.

Reg Wannell and his wife, Mavis are sought by Frank Richards. Reg and Frank served in HMS Khedive and Mavis was at HMS Heron. Write to 'Peniel', St Mary's Rd, Newquay, Cornwall TR7 1JU, tel 01637 878116.

HMS Ganges: George 'Ginger' Gilbert would like to hear from any class 198 (4/5/48) member. Four in touch. Tel 01295 670367.

HMS Heythrop: Ron Backhouse has lost the address of Bob Parfitt. Ron's address is 19, Clover Crescent, Calverley, West Yorkshire LS28 5SZ, tel 0113 2040003.

HMS Peacock 1947-49: CEC Ludwell (stoker) wants to contact Charlie Issitt, George Savage and John 'Geordie' Woodhouse, all ex-Peacock or Cleopatra crew. Contact 74 Henson Grove, Airedale, Castleford, West Riding, WF10 3JF, tel 01977 554926.

HMS Quorn 1990-91: If you served on the Med deployment in 1990 or when operating as 'Gulf Babysitting service 90-91' contact Stuart Allan, 106 Lewis Trust, Warner Rd, Camberwell, London SE5 9LX.

HMS Ganges, Collingwood Division '391 Class' 61-62: Dave Brighton is looking for 'Sid' Foster (Portsmouth), 'Tomo' Thompson (London) and 'Sandy' Sandiland. Tel 01420 563944 or write 'Datchets', 180 Medstead Rd, Beech, Hants GU34 4UA.

Alec Driffield: Leslie Curtis (Curly) is hoping to trace his old mate Alec, who was a survivor with him from SS Eumais; they also served on HMS Glasgow in the Far East 41-42. Contact Les on 01303 277105.

Leslie G White (Chalky): If you served on HM Ships Atheling, Adamant, Victorious and Bermuda 1943-48 and you knew Stoker Chalky, contact him at 23, Benham Gardens, Hounslow TW4 5JZ, tel 0181 570 7702.

849 Squadron 1943-45: If you were a member, especially Stanley Armsworth (South Shields area?), contact K. Bennett at Holmwood, Chalk Lane, East Horsley, Surrey KT24 6TH, tel 01483 283062.

HMS Hunter: Anyone who served in any Hunter, destroyer 1936-40, carrier 1942-45, landing ship 1947, 807 Sqn, or patrol boat P284 can join the association. Contact Jack Preece, 1, Melrose Drive, Cannock, Staffs WS12 4LU, tel 01543 422759.

David (Harry) Bowman, instructor, Naval School, Portsmouth (Eng.), Dick Elliott (Trident Rugby, Florida), seeks contact. Tel 001 954 433 0783, fax 001 954 433 3039, or e-mail pocket-pets-raffins@worldnet.att.net.

HMS Hermes Association welcomes shipmates from all commissions. Founded by members of WWII Hermes, the association includes members of the last Hermes, Contact Peter Baptie, 16, Virginia Close, New Malden, Surrey KT3 3RB for next reunion.

Grenville 273 Class, 25 Mess: If you were in this class and a Bunting Tossler who joined HMS Ganges on Oct 11, 1960; Instructor CY Nick Theato is due his 50-year certificate at the Ganges Reunion, April. With his other class we want to provide a Guard of Honour. Info and photos appreciated. Details: Dave Brighton, 01420 563944.

Cornwallis Class, HMS Royal Arthur:

John Keelan seeks others who joined the RN with him in Feb 1948, especially Ken Botham and Syd Browne from Manchester. They also served in HMS Howe and HMS King George V. Contact John Keelan at 2, Cleat St, Ermington, Sydney, NSW 2115, Australia.

HMS Harvester 1939-43: Fred Ilderton seeks 'Ginger' Nightingale, Dicky Bird and Fred Eldred, or any ship's company. He's putting on a Dunkirk exhibition at Purfleet in May. Contact Fred at 17, Sabina Rd, Chadwell St Mary, Grays, Essex RM16 4PJ.

William Harrison, born 1910, in RN in 1932, possibly HMS Canterbury. Last seen Blackpool 1943. On leave you stayed with sister in Goodmayes, Essex. Contact Albert Barrett, 67, Browhead Ct, Shackleton Street, Burnley, BB10 3DS. Tel: 01282 426636.

HMS Illustrious 1943: PO Steward E. Longbottom wants to trace 3rd PO Wine Steward (2nd being PO Moon) or even a reminder of his name. Tel 01329 662407.

HMS Cossack 1951-54: Trying to find OA Laurie (Bob) Hope and Shipwright Gerry Price of the Misc PO's Mess, David Pugh (Writer) and others from same commission. Contact Peter Harrison on 01252 613052, 31, Wood Lane, Fleet, Hants GU13 9EA.

HMS Brissenden: Bill Campbell would like to get in touch with PO Tel Gilbert who, with J. Goldsmith, sunk 46 Blues each in January 1947. Contact Bill at 45, Findon Gardens, Belfast BT9 6QL.

LCT 7057 and LCT 7068: John Farnham has found their warman and Bunting Tossler. Now he wants to hear from the rest of you. Contact John at 45, Seabrook, Luton, Beds LU4 0EH, tel 01582 571269.

HMS Ganges, 1947, 19 Mess, 141/42 Class: Successful reunion at Royal Sailors' Home Club, Pompey. Where were you? Contact Justy Miller on 01424 718114.

LWRN Joy Jones: If anyone remembers Joy from her Naval days (1948-53, including Drake, Pembroke, Victory, Excellent and Malta, especially Mavis 'Nicky' Worrall (Alcock), Pat Fielding, and Kitty Parsonage), write to 5609 Fredonia Drive, Niagara Falls, Ontario, Canada L2J 3N1.

- Material submitted for this page should be brief and clearly written or typed.
- Entries are free of charge.
- Items cannot normally be repeated.
- Reunions appear in date order, and requests to place an entry in a particular edition cannot always be met.
- There may be a delay before items appear, due to the volume of requests.
- Items pertaining to commercial work, books and publications for profit may be declined through lack of space - in such circumstances the advertising department can help with a paid-for advertisement; contact 01705 725062.

Reunions

October 1998

54th Anniversary of the Liberation of Walcheren Commemorations will take place from October 28 to November 2. Landing craft personnel, wives and next of kin welcome. For details, contact C. J. Brown, 63, Wells Road, Walsingham, Norfolk.

December 1998

814 Naval Air Squadron is planning a dinner to celebrate the squadron's 60th Anniversary in early December. All previous Squadron Commanding Officers are welcome and are requested to contact Lt Thomas at 814 NAS, RNAS Culdrose, by letter, or RNAS Culdrose ext 7405.

881 Combined Ops Bombardment Battery - Royal Artillery TA annual reunion is at the Stag and Hounds and 327, St Leonard's Road, Windsor, on Tuesday December 1st, commencing at 2030. Further details from N. R. Feeney on 01753 868771.

Assistance to researchers

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We are making a series called **FINEST HOUR** for BBC1 about May-December 1940. Veterans of Dunkirk, Oran, convoys, Taranto and anyone else with interesting experience please contact:

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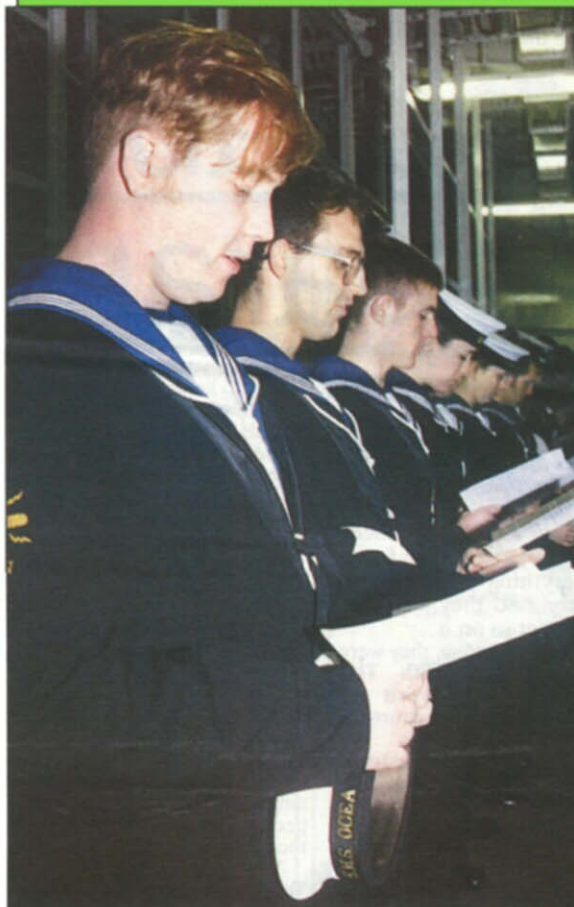
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in the ship's vehicle deck before taking lunch in the hangar.

The 21,500-tonne ship has now sailed for the Caribbean, where she will conduct hot weather trials and pick up 500 Royal Marines from 45 Commando unit for amphibious exercises in the Dutch Antilles with marines from the Netherlands.

She is also transporting climbing frame equipment for schools on Montserrat, and a fibreglass figurehead of Earl St Vincent, formerly at HMS Ganges, and now to grace the Pusser's Rum HQ in Tortola having been bought at auction by Pusser's boss Charles Tobias, a prominent supporter of RN charities.



● One voice - members of the ship's company at the commissioning ceremony for HMS Ocean (above). Guests later took lunch in the ship's hangar (right).

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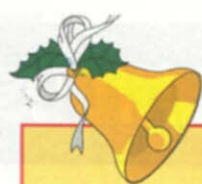
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Navy bows out of Greenwich

WITH the lowering of the White Ensign on Trafalgar Night, another chapter closed in the chequered history of the Royal Hospital at Greenwich.

The Thames-side establishment, familiar to generations of Naval officers as the Royal Naval College, began as the maritime equivalent of the Army's Royal Hospital at Chelsea.

Originally intended as a palace, but never completed as such, the Greenwich Hospital was founded by Queen Mary on October 25, 1694 – though it was not completed until 1750.

Principal designer was Sir Christopher Wren, and other architectural contributions came from Vanbrugh and Hawksmoor.

The first 42 pensioners joined in 1705, and at its height at the end of the Napoleonic wars it housed almost 3,000 heavily-regulated and probably somewhat bored inmates.

The quiet life seemed to suit them – in 1803 there were 96 pensioners over 80 years old, of whom 16 were over 90 and one was 102.

The magnificent Painted Hall, decorated by Thornhill, was finished in 1727 after 19 years work, and was soon deemed too grand for use as a pensioners' dining hall.

It was opened for public display, quickly becoming a place of maritime pilgrimage, attracting up to 50,000 visitors a year even before the railways reached Greenwich.

The Wedgewood-pastels chapel was rebuilt in 1789 after a fire, and was the setting for one of the mar-

riages in *Four Weddings and a Funeral*.

The chapel also featured large in the final days of the Navy at Greenwich, with a performance of Handel's *Messiah* five days before the Trafalgar Night finale.

Greenwich Hospital was, and is, a charity, and in its early years it received generous support from Crown, Government and Navy – in 1705, for example, Queen Anne gave it the £6,472 of the pirate Captain Kidd's unclaimed spoils.

For the last 150 years the charity has been formally under the wing of the Royal Navy.

A spin-off of the original foundation was the Royal Hospital School for the sons of Naval pensioners, originally on the same site, and since 1933 at Holbrook in Suffolk, where it still flourishes.

As the numbers of pensioners declined in the 19th century so the hospital became uneconomic, until in 1869 the remaining inmates were given generous allowances to live out, the infirm being transferred to St Thomas' Hospital.

In 1873 the RN College, Portsmouth, moved to Greenwich with a wider remit, and absorbed the Royal School of Naval Architecture and Marine Engineering.

Virtually every RN officer has attended the college in his or her career – the RN Staff College was established at Greenwich in 1919.

That year also saw the resumption of scientific and special courses there – a tradition strengthened

with the establishment of the Department of Nuclear Science and Technology in 1958.

Jason, the low-powered training reactor just powerful enough to light a 70 watt bulb, was built in 1962, and the process of removal began earlier this year.

And now, with the joint staff college at Shrivenham, the Navy has officially taken its leave of the establishment, declared part of the "Maritime Greenwich" World Heritage Site by UNESCO.

And as Baron Greenwich – one of the Duke of Edinburgh's titles – was presented with the final White Ensign, the future of the buildings passed further into the hands of the Greenwich Foundation, though the gradual Royal Navy withdrawal will continue until the end of the year.



● Training ship – the vessel is believed to be HMS Fligard when the ship was attached to the Royal Naval College, Greenwich, from 1873 to 1878.
Picture courtesy National Maritime Museum.

Names light up history

THE LAST Commander of the Royal Naval College brings to an end a list of officers which reads like a Who's Who of the Navy.

Cdr Jonathan Maughan is perhaps an appropriate choice to ring down the curtain at the former royal palace – he was a former navigator in HMY Britannia, and was a proud man when the Royal Yacht sailed past Greenwich for the last

time a year ago.

Other illustrious names from the site's past include Hood, Palliser, Hardy and Cook – the senior posts were reserved as sinecures for distinguished admirals and captains.

The body of Nelson lay in state in the Painted Hall, with more than 100,000 people filing past in three days.



● Hall of fame – the Painted Hall at Greenwich.

Tales and legends

GREENWICH abounds in legends and stories reflecting the lives and interests of the Naval pensioners and their home.

■ Early rule-breakers wore punishment coats of "yellow stuff" (an alternative version has them turning their coats inside out to display a yellow lining) so that these "canaries" could be easily identified.

■ In the late 1950s, during restoration of the Painted Hall ceiling, mysterious crystals were discovered in

a corner. When analysed, they were found to be uric acid – the result of a clandestine gambling den in the roof space.

To avoid the long haul downstairs to the heads the gamblers are thought to have relieved themselves in the corner, which eventually seeped through the plaster.

■ Rumour has it that Greenwich was not bombed in the war because Hitler wanted it for his UK headquarters after the invasion of Britain.

Setting stamp on historic date

THE CLOSURE of Greenwich is the subject of a new limited edition of covers issued on Trafalgar Day by the RN Philatelic Society.

The covers include four double-sided photocards, and prices for the covers range from £6 to £11.

They are available from the RNPS, 19, College Rd, HM Naval

Base, Portsmouth PO1 3LJ, tel 01705 291259.

A CD also records the sound of the Samuel Green organ in the college chapel, played by Nicholas Johnson, and available from Cathedral Classical (CC001) at Bolbec Hall, Westgate Rd, Newcastle-upon-Tyne NE1 1SE.

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Papers find sparks wartime medal review

More will get Atlantic Star – 52 years on

DOCUMENTS found at the RN Medal Office may mean that many World War II sailors who were originally classed as not being eligible for the Atlantic Star, may now be able to receive the medal.

The Star was awarded for service in the Battle of the Atlantic between September 2, 1939 and May 8, 1945. But as with all campaign medals, entitlement is subject to strict criteria. Recipients of the medal must first have been eligible for the 1939-45 Star, for which the main criterion for Naval personnel was to have served six months afloat in any operational area.

The rules, laid down in an Admiralty Fleet Order in 1946, had been interpreted to mean that entitlement to the Atlantic Star required a sailor to serve for six months in that war zone after his first six months at sea, even though his initial six months afloat also may have included service in the Atlantic.

Therefore, in some cases, a sailor may have served more than six months in the Atlantic, and not have been regarded as being eligible for the Atlantic campaign medal.

Hundreds of applications and enquiries are dealt with each month by the RN Medal Office – part of the Armed Forces



Personnel Administration Agency – at Centurion Building, Gosport. It was during research for an Atlantic Star applicant that the discovery was made of the post-war documents which have resulted in

the change of interpretation of the rules.

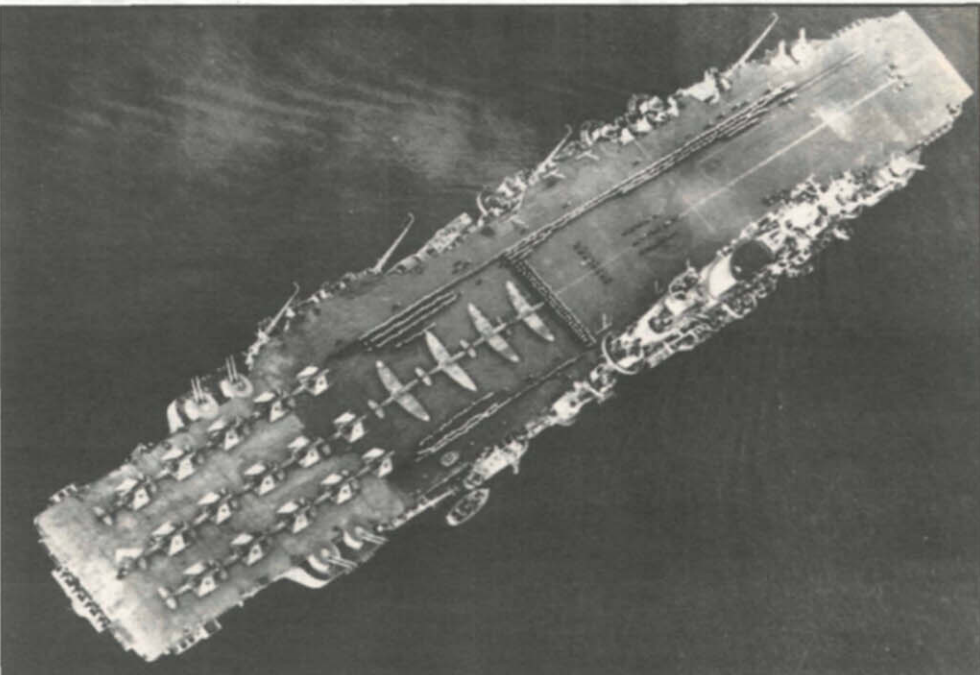
Under that new interpretation, RN officers or ratings who served for six months in the Atlantic at any time during 12 months afloat in operational areas are entitled to the Atlantic Star.

To claim the award, they should write to the Royal Navy Medal Office, EDS/AFPA(C), Centurion Building, Grange Road, Gosport, PO13 9XA.

A spokesperson for the Office said: "Each application will be dealt with in order of receipt and, given the age of relevant records, may take some months to resolve."

"It would therefore be extremely helpful if applicants could include a copy of their Service Certificate, or as many service details as possible and, if appropriate, details of any previous correspondence with the Royal Navy Medal Office."

PICTURE PUZZLE



WINNER of our September Picture Puzzle competition was Mr C. W. Cheshire of Doncaster. He identified the monitor HMS Roberts (1941-56).

Mr Cheshire's reply was picked at random, and he receives our cash prize of £30. In this month's competition, name the ship and the year for a chance to win another £30.

Complete the coupon and send it to Mystery Picture, Navy News, HMS Nelson, Portsmouth PO1 3HH. Coupons giving correct answers will go into a prize draw to establish a winner.

Closing date for entries is December

15. More than one entry can be submitted, but photocopies cannot be accepted. Do not include anything else in your envelope: no correspondence can be

entered into and no entry returned. The winner will be announced in our January edition. The competition is not open to Navy News employees or their families.

MYSTERY PICTURE 45

Name

Address

My answer

Around the Branches

Leeds (Headingley)

Links between HMS Ark Royal and her affiliated city of Leeds were renewed when branch members met a former Commanding Officer of the ship – Flag Officer Naval Aviation, Rear Admiral Terry Loughran.

The meeting came during a visit to FONA HQ at RN air station Yeovilton where the visitors witnessed the take-off of two Swordfish of the RN Historic Flight, one aircraft bearing the appropriate name City of Leeds.

On their way south for a six-day break in Plymouth, the visitors had been hosted to a lunch by Bristol branch.

Dartmouth

The branch, now in its new HQ at Dartmouth Royal Yacht Club, were guests of the ship's company of HMS Brave during her Royal Regatta Guardship duties. Members were delighted when the NATO Whaler Race was won by the 'home team', including the branch chairman and vice chairman, Shipmates Jan Tindall and Alex Webster.

Wigston & District

Over 120 shipmates and guests attended a branch social evening, which included members from Grantham, Market Harborough and Leicester Royal Marines Association. Wigston members were also guests of Newark at a similar event.



WHEN CONTACT sports get this close, it needs some fine judgment by the referee – in this case Rear Admiral Alec Weir, president of Delabore branch which organises an annual Croquet War for RNA branches in the Cornwall area. This year's winners were the team in the picture – St Austell – who were among seven Cornish teams and two from No. 4 Area (runners-up) who took part in the event held at Wenn Manor, Bodmin. The competition raised £200, divided between Padstow Sea Cadet unit and the Handicapped Children's Pilgrimage Trust.

Brighton & Hove

The branch's 61st birthday was celebrated with a dinner attended by guests from Worthing, Littlehampton, Waterlooville and Selsey. Also there were the National Council representative for No. 3 Area, Shipmate Tony Cook, and Area chairman, Shipmate Fred Flood and their wives.

A branch stall at Southwick Green raised £300.

Didcot

Members mourn the death of their chairman and vice president, Shipmate Stan Watson.

Stan, a former CPO, joined the Fleet Air Arm in 1939 and saw service on Atlantic convoys and at Salerno. Since moving to Didcot with his wife, Ellen, in 1962 he worked tirelessly for the branch.

He was a founder member of the local United Services Association and a member of the Royal British Legion.

York

Membership target of 100 has been reached – and there is hope that the branch will enter the Millennium even stronger. Members believe the secret of their success involves closer links with other branches, a good social calendar, and a hard working secretary – Shipmate Geoff Miskelly.

The branch keeps an open house at HMS Comus, WM Club, Clarence Street.

Newbury & District

A replica of a Royal Navy field gun, manned by a crew of nine shipmates, has been helping the RNA publicity and recruiting drive at fetes and other events this year.

Made of wood by Shipmate Jim Moyle, the gun dismantles in a similar way to its full-size counterpart, the crew giving a realistic imitation as they race against the clock. A big hit among young and old, the Newbury gunners remain unbeaten, though twice challenged by members of the Royal Artillery Association.

Horley

The 50th anniversary of the branch was marked by a parade and a service conducted by the Rev. Peter May at St Bartholomew's Church. The parade was led by the band of TS Ark Royal Sea Cadet unit and included three generations of one family – Joe Studwick, his son Dave and his grandson Carlton, who is serving in the Navy. Guests included No. 1 Area National Council member, Shipmate Dennis Judge, and the Deputy Mayor of Reigate and Banstead.

Sawston

A memorable outing to Felixstowe was arranged by the branch for residents of Orchard House. Helped by some of the home's staff, they travelled by coach to the seaside where they were entertained to lunch and tea.

Rushden

Seventy members gathered at the home of Shipmate Tony (Bruno) Helsdown for lunch, a splicing of the mainbrace, and a lamp-swinging session.

Scooter odyssey

IPSWICH and Bridlington branches donated £300 and £100 respectively during Navy chaplain Mike Brotherton's scooter ride around Britain.

As reported in the October issue of Navy News, the Rev. Brotherton was collecting for an electric wheelchair for Lt Cdr Phil Tribe, injured in an accident while ashore in the Gulf region.

In Brief

FINAL COUNT for the sponsorship money raised by sky-diving shipmate Marion Green of Dagenham branch (as reported in August's Navy News) was £1,650. Beneficiary is the Royal Alfred Seafarers Society.

IPSWICH branch presented an inscribed hip flask to their retiring president, Capt J. Murray Dunlop RN (ret'd) in appreciation of his 20 years' service.

CERTIFICATES of appreciation were presented by Paddock Wood branch to founder member and social secretary, Shipmate Colin Ash, and to the treasurer, Shipmate Malcolm Lucas for their work since the branch was commissioned.

SHIPMATE Syd Shilling, president and life member of Wear (Sunderland) branch has become the first life vice president of No. 11 Area, on retiring as Area public relations officer.

MEMBERS of Deal & Walmer branch had a great time and good seafood when they were guests of Battersea shipmates.

WHEN shipmates of Woking branch, helped by members of Normandy Veterans Association, raised over £3,400, the funds were in aid of the Star and Garter Homes.

Naval Quirks

AT THE TIME OF THE BATTLE OF JUTLAND, THE BRITISH GRAND FLEET KEPT TO 'SUMMER TIME' WHILE IN HARBOUR –



– BUT SWITCHED TO GMT (ONE HOUR BEHIND) WHEN AT SEA –



– THUS BECOMING THE FIRST BATTLEFLEET IN HISTORY TO TIME TRAVEL! –



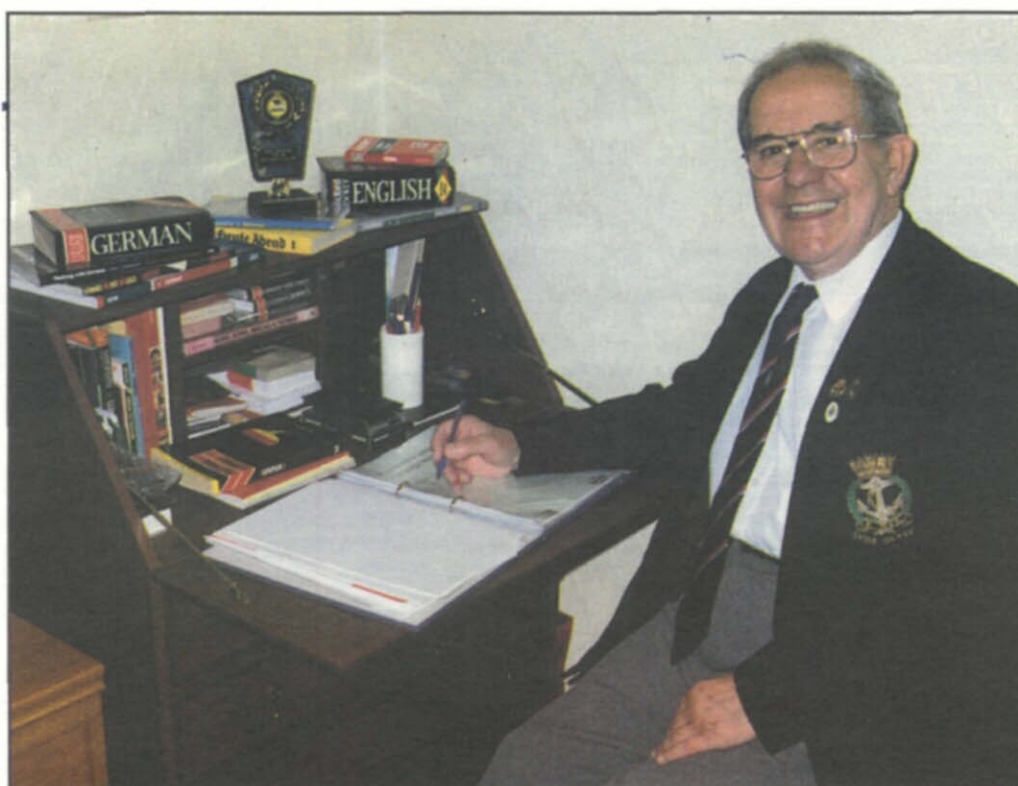
I LIKE LEAVING HARBOUR – YOU GET YOUR COCOA HALF AN HOUR BEFORE YOU ORDERED IT!





Association

Charles goes to top of class



● Charles Beardmore – Stoke's Adult Learner of the Year.

CHARLES BEARDMORE of Stoke-on-Trent branch won no glittering prizes when he was at school – he left when he was aged 14 with no educational qualifications.

But today, at the age of 73, he has proved that the old saying that you can't teach an old sea

dog new tricks, is not necessarily true.

For Charles is this year's winner of the Adult Learner of the Year Trophy awarded by the City of Stoke-on-Trent College.

War was declared soon after he left school, and in 1943 he joined the Navy, training as a Fleet Air Arm mechanic and serving until 1947 in

HM ships Peewit, Urley, Moray Firth and Fulmar.

On his return to Civvy Street he worked in light engineering and retired eight years ago. It was then that he decided to broaden his education. With time on his hands he went back to school to fulfil a long-held ambition to learn a second language.

Enrolling at the Stoke college, he started evening classes in German,

three years later gaining a GCSE in the subject – and then went on to study English and Maths.

A firm believer in 'Once Navy Always Navy', he has been a member of the Association for the past 15 years. He is assistant secretary of his branch, and uses his skills in German to translate *Die Flagge*, the newsletter published by the Austrian equivalent of the RNA.

POSTER LAUNCH IN BID FOR NEW GROWTH

A POSTER has been produced for wide circulation by the RNA as part of the Association's publicity and recruiting drive.

With the theme of "Once Navy... Always Navy", the poster shows a Type 42 destroyer at sea, and lists information on the size of the RNA, its aims, welfare work and what it offers to its members.

"We support the Royal Navy and maintain naval traditions," proclaims the poster. "Our welfare system cares for others at all times. Reuniting shipmates, our network stretches far and wide."

"We remember the fallen and will never forget them. We work to support naval charities, and most of all we enjoy ourselves in the good company that as you know is unique in the Royal Navy."

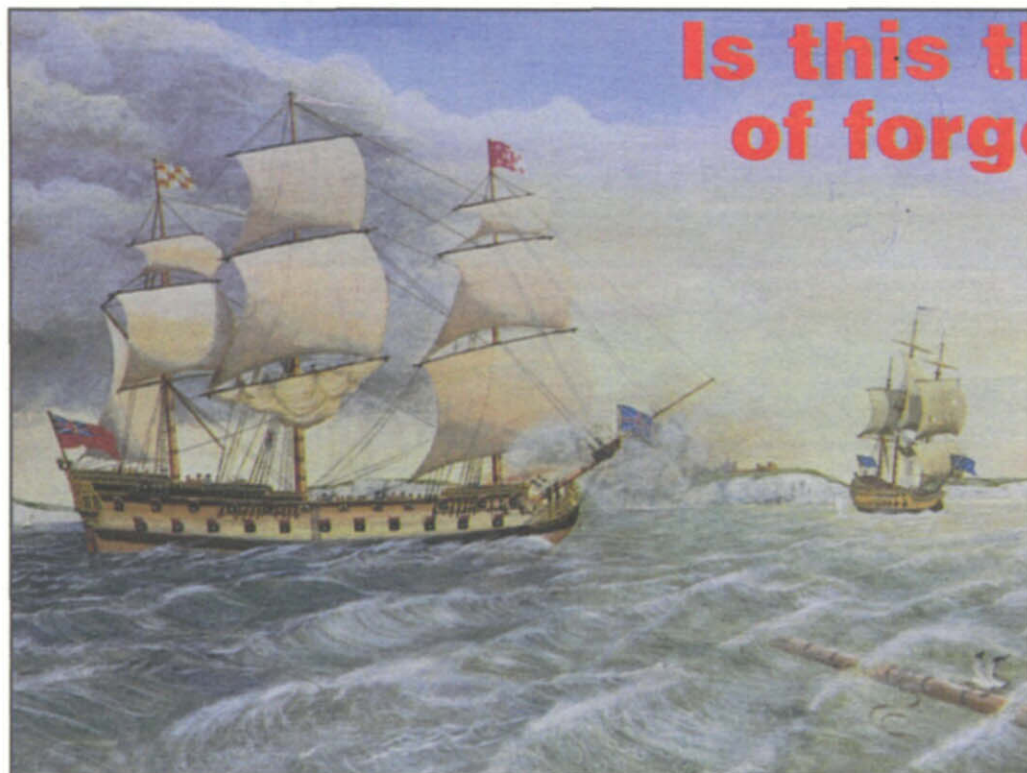
"The camaraderie of the RNA branches is second to none. Share it with us."

Half-century for Area 9

THE 50th anniversary of No. 9 Area was marked by a service of thanksgiving and rededication in Lincoln Cathedral, attended by the Association's President, Vice Admiral Sir Roy Newman.

Standards and representatives of many branches were present, and the service was followed by a reception arranged by Lincoln branch ladies section, followed by a band concert.

Is this the only painting of forgotten warship?



THIS PORTRAIT of the little-known, 18th century man o' war HMS Lichfield is thought to be the only painting of the ship. But far from being a contemporary piece found discarded in an attic, it's a very recent work, produced by Lichfield artist John Brockley after painstaking research.

The ship did not have a notable career. Built in 1746, there is no evidence that she saw major action and just 12 years later came to grief on the coast of North Africa. But, since Mr Brockley presented his work to Lichfield branch of the RNA, the vessel has a place in the hearts of members there.

In his long search for clues to the ship's appearance, the artist unearthed an 8ft drawing at the National Maritime Museum, Greenwich, and much more research established her rigging, sail layout and the flags she would have worn during the Seven Years War.

The 140ft vessel – a fourth rate of 50 guns – is represented during a skirmish with the French in the Channel.

Armada revellers don rig of the day

● In a fitting tribute to a son of their area, Sir Francis Drake, most of the 56 members at Liskeard who attended the RNA branch's Armada dinner wore period costume for the event. It is hoped that from now on the dinners will become an annual event.



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Promotions to Chief

AUTHORITY was issued by Commodore Naval Drafting in October for the following ratings to be promoted to Chief Petty Officer:

OPERATIONS (SEAMAN)

To CPO(R) - C.T. Dent (Dryad), I. McQueen (Newcastle).

MARINE ENGINEERING

To CPOMEM(M) - A.J.R. Henderson (Sultan), S.R. Hayward (Birmingham).

WEAPON ENGINEERING

To CPOWEM(R) - P.R. James (CFM Portsmouth), S.D. Brady (Edinburgh).

FLEET AIR ARM

To CPOAEM(M) - S.R.K. Buckmaster (RNAS Culdrose).

ACTING CHARGE CHIEF ARTIFICER/TECHNICIAN

Authority was issued by Commodore Naval Drafting in October for the following to be advanced:

To CCAEA(M) - D.M. Holt (RNAS Culdrose).

To CCMEA - N.R. Sharland (Drake CFM), G.D. Newell (Exeter), E.P. Wrennall (Culdrose), R. Grant (Sultan), S.M. Ashmore (Drake CFM).

To CCWEA - A.B. Taylor (FOST MPV Sea).

CHIEF PETTY OFFICER ARTIFICER/TECHNICIAN

Commodore Naval Drafting has been notified of the following advancements to Chief Petty Officer Artificer/Technician which were made by commanding officers:

To CPOCT(A) - R.C. Lyons (RNU RAF Digby).

To CPOMEA - W.D. Browne (Sultan), J.R. Campbell (CFM Portsmouth), S.J. Charles (York), M.S. Donald (Dolphin SM School), H.R. Magill (Liverpool), J.D. Moore (Nottingham), A. Nelson (Gloucester), P.B. Stephens (Sultan), A. Stewart (Neptune SMI).

Appointments

Admiral Sir Michael Boyce to succeed Admiral Sir Jock Slater as First Sea Lord and Principal Aide-de-Camp to the Queen. Oct. 8.

Rear Admiral F. M. Malbon, to be promoted Vice Admiral on Jan. 6 and to succeed Vice Admiral J. J. Blackham as Deputy Commander Fleet.

Capt R. J. Ibbotson to be CO HMS Boxer and Captain F1. Nov. 10.

Capt R. J. Clapp to serve in the rank of Commodore and to be CO RNAS Yeovilton. Dec. 16.

Cdr R. D. J. Barker, to be CO HMS Splendid. Jan. 19.

Cdr R. A. M. Brown to be CO HMS Manchester. Jan. 5.

Cdr M. J. Hawthorne to be CO HMS Tireless. Dec. 15.

Cdr H. R. Sanguinetti to be CO HMS Grafton. Dec. 17.

Cdr P. K. Walpole to be CO HMS Lancashire. Sept. 4.

Cdr S. J. N. Kings to be CO HMS Edinburgh. Jan. 15.

Cdr P. W. McDonnell to be CO HMS Victorious (Starboard), Dec. 15.

Cdr R. C. R. Wellesley to be CO HMS Argyl (Jan. 28).

Lt Cdr T. J. Lewis to be CO HMS Grimsby. Dec. 1.

Lt Cdr R. M. Tuppen to be CO HMS Dumbarton Castle. Jan. 6.

Lt Cdr T. J. L. Williamson to be CO HMS Shetland. Dec. 15.

Lt Cdr M. T. G. Durkin to be CO HMS Atherstone. Nov. 8.

Lt Cdr D. J. Bewick to be CO HMS Bridport.

To ACPOMEA - N.J. Ferguson (Neptune FD), G.P. Norton (Sultan).

To CPOWEA - A.J. Ainsworth (Quorn), L.J. Barlow (Grafton), G.P. Booker (FONA Support), R.D. Briggs (FSU-02), S.P. Elliott (Grafton), R.T.B. Hernon (Illustrious), A. Myatt (Grafton), S.N. Overvoorde (Brave), G. Powell (CFM Portsmouth), W.N. Redpath (Northumberland), W.J. Suffolk (Liverpool), J.D. Ward (Montrose).

Points

THE FOLLOWING shows the total points of the men and women at the top of each advancement roster for petty officer and leading rates in October after issue of B13s.

Intermediaries (Int) indicates that personnel can be advanced before they are eligible to receive merit points or before the roster can be adjusted to take account of them. This means that personnel are advanced in 'basic date' order. Dates shown against 'Int' rosters are the basic dates of the top eligible personnel. The number following the points (or basic date) is the number advanced in October.

CCMEAML - Int (3.4.98), 3; CCMEAL - Int (5.6.98), 2; CCMEALSM - Dry, 1; CCMEALSM - Dry, Nil; CCWEAAD - Int (7.8.98), Nil; CCWEAWDO - Dry, 1; CCWEAADCSM - Dry, Nil; CCWEAWDOSM - Dry, Nil; CCWEASWSNAYSM - Dry, Nil; CCWEASWSTCSM - Dry, Nil; CCAEAM - 189 (1.5.97), 1; CCAEAR - Dry, Nil; CCAEAWL - 301 (26.11.95), Nil.

PO(EW)(O) - 310 (14.6.94), 1; LS(EW) - Int (14.10.97), 2; PO(M) - 161 (14.11.95), 1; LS(M) - 145 (10.10.95), 1; PO(R) - 410 (14.1.94), 1; LS(R) - 89 (30.3.96), 3; PO(S) - 115 (12.3.96), Nil; LS(S) - 384 (14.1.94), 4; PO(D) - 574 (16.2.93), 1; LS(D) - 671 (6.6.92), 2; PO(MW)(O) - Int (5.5.98), 1; LS(MW) - Int (11.3.97), Nil; PO(SR) - 414 (14.6.94), 2; LS(SR) - Int (15.10.96), 1; PO(SEA) - 653 (15.9.92), Nil.

POCV - 251 (14.2.95), 4; POCO - 536 (8.6.93), Nil; LRO - Int (11.6.96), 6; POPT - 604 (9.2.93), Nil; RPO - 708 (10.3.92), Nil; POMEM(L)(GS) - Int (24.9.98), Nil; LMEM(L)(GS) - Int (25.3.98), 7; POMEM(M)(GS) - 374 (7.7.94), 6; LMEM(M)(GS) - 210 (22.3.95), 17; POMEM(O) - 183 (5.9.95), Nil; LMEM(O) - 219 (29.3.95), Nil; POMEM(R)(GS) - 305 (1.11.94), 2; LMEM(R)(GS) - 359 (9.11.93), 2; POCA(GS) - 584 (18.12.93), Nil; LCH(GS) - 515 (2.4.93), 2; POSTD(GS) - 853 (28.8.91), Nil; LSTD(GS) - 374 (16.6.94), Nil; POSA(GS) - 437 (29.1.94), 3; LSA(GS) - 105 (18.3.96), 2; POWTR(GS) - 521 (14.6.93), 1; LWTR(GS) - 464 (26.11.93), 4; POMA - Int (10.9.96), 2; LMA - 93 (12.3.96), 7.

PO(S)(SM)(O) - 717 (3.3.92), Nil; LS(S)(SM) - 654 (26.11.91), Nil; PO(TS)(SM) - 488 (31.8.93), 1; LS(TS)(SM) - 511 (8.6.93), 1; PORS(SM) - 501 (12.10.93), Nil; LRO(SM) - 450 (12.10.93), Nil; POMEM(L)(SM) - Int (12.12.97), Nil; LMEM(L)(SM) - Int (5.11.96), Nil; POMEM(M)(SM) - Dry, 2; LMEM(M)(SM) - Int (29.4.98), 10; POMEM(R)(SM) - 603 (3.11.92), Nil; LMEM(R)(SM) - 931 (1.5.90), Nil; POSA(SM) - Dry, 1; LSA(SM) - Int (4.3.97), 1; POWTR(SM) - Int (2.7.97), 1; LWTR(SM) - 427 (3.3.94), Nil; POCA(SM) - Int (6.6.97), Nil; LCH(SM) - 706 (7.11.91), Nil; POSTD(SM) - 751 (23.8.91), 1; LSTD(SM) - 834 (19.2.91), Nil.

To ACPOWEA - A.D. Rees (Triumph), D.N. Shirlow (Triumph), C.P. Wetherell (Trenchant).

To CPOAEA - I.F. Duncan (815 F1t 219), S.J. MacMillan (815 F1t 219), D.S. Murray (815 F1t 217), P.J. Newson (829 F1t 212), S.M. Nicholls (829 F1t 244), J. Wallace (810 Sqn Seahawk), N.J. Wiles (810 Sqn Seahawk).

POA(AH) - 926 (23.3.91), Nil; LA(AH) - 425 (22.6.93), 1; POA(METOC) - Int (23.6.98), Nil; LA(METOC) - Int (2.10.96), Nil; POA(PHOT) - 1023 (3.10.89), Nil; POA(SE) - 793 (1.2.91), Nil; LA(SE) - 201 (24.7.95), Nil; POACMN - 488 (22.7.93), Nil; POAC - Dry, Nil; POAEM(M) - Int (3.10.96), Nil; LAEM(M) - 435 (25.11.93), 4; POAEM(R) - Int (19.3.98), Nil; LAEM(R) - 588 (30.9.92), 1; POAEM(L) - Dry, Nil; LAEM(L) - 445 (15.9.93), Nil.

POW(RS) - 386 (12.7.94), Nil; POW(RS) - 662 (9.6.92), Nil; LWRO - 553 (13.10.92), 6; POWPT - 593 (9.2.93), Nil; RPOW - 668 (10.3.92), Nil; POWCA - Dry, Nil; LWCH - Dry, Nil; POWSTD - 1015 (16.7.90), Nil; LWSTD - 589 (18.2.93), Nil; POWSA - 225 (1.8.95), Nil; LWSA - Dry, Nil; POWWTR - 536 (27.7.93), Nil; LWTR - 416 (31.3.94), Nil; POWWTR(G) - Int (11.7.97), Nil; POW(METOC) - Dry, Nil; LW(METOC) - Int (2.6.98), Nil; POWPHOT - 420 (5.10.93), Nil; POWAEM(M) - Int (20.3.98), Nil; LWAE(M) - Dry, Nil; POWAEM(R) - Dry, Nil; LWAE(M) - Dry, Nil; POWAEM(L) - Dry, Nil; LWAE(M) - Dry, Nil; POWETS - 1001 (15.11.90), Nil; LWETS - 561 (22.9.92), Nil; LWTEL - 685 (3.12.91), Nil.

POWWA - 564 (10.3.93), Nil; LWWA - 696 (30.10.91), Nil; POWDHYG - Int (2.8.96), Nil; POWDSA - Int (30.1.97), Nil; LWDSA - Int (5.11.96), 1; POEN(G) - Dry, Nil; LEN(G) - Dry, Nil; PONN - 105 (12.3.96), Nil; POMA(G) - Dry, Nil; LMA(G) - Dry, Nil; PO(AWW) - Int (17.12.96), Nil; LOM(AWW) - Int (25.3.98), Nil; PO(AWT) - Int (2.10.97), Nil; LOM(AWT) - Int (30.6.98), Nil; PO(UW) - Int (21.2.98), Nil; LOM(UW) - Int (17.2.98), Nil; PO(EW) - Int (24.7.97), Nil; LOM(EW) - Int (8.12.97), Nil; PO(MW) - Int (15.7.97), Nil; LOM(MW) - Int (17.3.98), Nil; PO(C) - Int (17.8.98), Nil; LOM(C) - Int (13.12.97), 13; PO(SSM) - Int (18.2.98), 1; LOM(SSM) - Int (6.2.97), 1; PO(TSM) - Int (14.11.96), 1; LOM(TSM) - 97 (13.2.96), 1; PO(CSM) - 483 (6.6.93), Nil; LOM(CSM) - Int (14.1.98), 2; PO(WSM) - 379 (3.5.94), Nil; LOM(WSM) - 602 (26.8.92), Nil.

Basic dates for female ratings in the following categories, which have no examination for the next higher rate, are applied in accordance with BR1066 Chapter 22:

POWTEL - 848 (1.4.93), Nil;

The number of B13s issued in the female categories are those advanced from the female shore roster.

Deaths

Cdr Simon Charles Howard. Sept. 19. Lt Toby Beale, HMS Grafton. Sept. 23. Jnr Mne Nathaniel Burton, CTC Lympstone. Oct. 15.

LS(SEA) Peter Beavan, HMS Drake CBP(CFS). Oct. 15.

Rear Admiral Kenneth Henry George Willis CB, Chief of Staff to C-in-C Naval Home Command 1979-81. Served 1944-81. Ships: Kent, President, Neptune, Collingwood (CO 1976-79). Resident Officer, Polaris Executive, Clyde Submarine Base 1965-68; Asst. Director Underwater Weapons Dept 1970-74; Deputy Director RN Staff College Greenwich 1975-76 (Director, 1976). Member of Association of RN Officers.

Capt John Mott LVO, engineer officer mentioned in despatches for his part in keeping HMS Exeter's engines running after heavy damage in Battle of River Plate, 1939. Served 1938-70. Other ships: Malaya, Jamaica. Post-war: Staff of RNEC Manadon, HMV Britannia (1952-56, Engineer Officer for first royal visits); Naval Attaché Belgrade 1965-67; CO RNAS Airbase 1967-70. Sept. 9, aged 81.

Lt Cdr Alastair Robertson CBE, DSC and Bar. Served 1928-48. Ships: Nelson, Exeter, Anelope (Spanish Civil War patrols), Furious (Osprey pilot, 803 NAS & 1st RN

pilot to make successful deck landing with Skua), Ark Royal (one of two Skua pilots to be first British airmen to shoot down an enemy aircraft in WWII), Fitzroy (minesweeping ops DSC; Dieppe), Abdiel (med. minelaying, DSC; survivor), Scylla (D-Day). General Manager Northern Lighthouse Board 1960-77. Sept. 8, aged 83.

Lord Newborough DSC (S/Lt Micky Wynn RNVR, served 1940-45). After being invalided out of Army, joined RN. Commanded HMS Daedalus air-sea rescue vessel at Dunkirk, and fishing boat attempting to evacuate Guardsmen from Calais. Designed special depth charges used on MTB 74 which he commanded in St Nazaire raid to blow up dock gates (DSC). Captured and sent to Colditz Castle after several escape attempts. Aged 81.

Lt Cdr Frank Pogson Doria Pamphilj. Frank Pogson served in WWII. Commanded minesweeper in Adriatic where, in Italy, he met and married Orietta Doria Pamphilj, heiress to a great fortune. Served in Korea. Aged 75.

Thomas Arthur Kerry, ex-LS, served 1948-60. Ships: Obdurate, Corunna, motor minesweepers. Sept. 9, aged 68.

James (Jim) McKessack, ex-CPOM(E), served 1948-70. Ships: King George V, Jupiter, Victory, Narvik, Vanguard, Barrington, Duchess, Bellerophon, Teazer, Finisterre, Sultan, Blake, Collingwood, Parapet, Dainty, Roke, Wakeful, Jaguar. Aged 68.

Raymond Mason, ex-WOSA, served 1954-56. Ships: Ajax, Andromeda, Zulu, Hermes (1979-82), Nottingham, Illustrious. Finally RNLSM (Whale Is.).

Charles Henry Canning, ex-CPO, served 1926-52. WWII: Dunkirk veteran (steered small boat by stars after compass lost overboard); electrical instructor HMS Vernon; attached to SBS in Gulf; served in Italy as diver removing and setting limpet mines with Lt Cdr Buster Crabb. Post-war: HMS Collingwood instructor; Vosper Thornycroft and GEC. Sept. 11, aged 87.

Samuel Philip Arthur Baile BEM, ex-CERA, served 1925-50. Ships included HMS Royal Sovereign 1940-44. Aug. 11, aged 88.

Ray Johnson, ex-AB, served in HMS Faulknor 1943-45. Member of HMS Faulknor Association. Sept. 14.

Lt Cdr H. I. Price RNR. Ships: HMS Garth, Ramillies, minesweepers, Southend-on-Sea RNXS unit. Sept. 24, aged 94.

Bill Burrage, member of HMS Cumberland Association. Sept. 29, aged 83.

Ken Bunting, member of HMS Cumberland Association. Sept.

E. (Ernie) Everitt, ex-AB, HMV Britannia 1954-56. Member of Association of Royal Yachtsmen.

M. (Holly) Hollingdale, ex-LSTD, HMV Britannia 1971-74. Member of Association of Royal Yachtsmen.

F. (Rip) Kirby RVM, ex-CPO(L) 1965-81. Member of Association of Royal Yachtsmen.

R. (Dick) Wylie, ex-LTAL, HMV Britannia 1958-59. Member of Association of Royal Yachtsmen.

W. (Wally) Lovell-Forrester, ex-LS, HMV Victoria and Albert 1943-46.

Edward (Ted) Sroka, ex-PO Polish Navy. Served under White Ensign 1940-45. Survivor Grom, Orkan and Piorun. Chairman Polish Navy Club, Plymouth, and White Eagle Club, Plymouth.



● HMS Cumberland - she paid off in 1958.

THE TIME OF YOUR LIVES

NAVY NEWS looks back through its pages to recall some of the November headlines of past decades...

40 years ago

HMS Cumberland, the oldest sea-going ship in the Royal Navy, was to be paid off into the Reserve after more than 30 years service. First commissioned in 1927, the County-class cruiser saw wartime service on Arctic convoy duty, in the Mediterranean and in the Far East. She was used latterly as a trials cruiser testing new 3in. and 6in. automatic guns.

Swop drafts

CH Scatterd, RNAS Yeovilton ext. 6638, drafted HMS Argyl, Jan. Will swop for any Plymouth ship, preferably not deploying.

MEM (B) Heiler, HMS Marlborough, BFPO 333, will swop for any Devonport Type 22/23 or HMS Ocean, deploying or not.

LCH Bailey, HMS Neptune Main Galley, ext. 5911, will swop for any Portsmouth draft.

CPOMEA(EL) Carson, Faslane ext. 5093, drafted HMS Ledbury (ADSHIPS), next June. Will swop for any Hunt class in Faslane or known to be moving there.

OM(C)1 Glen Millar, 3Q Mess, HMS Gloucester, BFPO 289 (deploying next year), will swop for any Devonport ship deploying or not.

AB(EW) Pearson, 3P Mess or EW Office, HMS Glasgow, BFPO 287 (deploying next year) - AB(EW) or OM1(EW). Will swop for any non-deploying sea billet.

WTR Crothall, HMS Cornwall, BFPO 256, will swop for any Portsmouth ship not deploying.

LA/LCH MacDonald, HMS Nelson ext. 24294, drafted HMS Monmouth, Feb. Will swop for any Portsmouth Type 23/42.

LS(EW) A. McKeich, HMS Iron Duke, BFPO 309, will swop for any Plymouth draft, deploying or not.

LRO Hamilton, HMS Shetland, BFPO 385, will consider anything, preferably deploying.

LSTD Cordery, HMS Nelson ext. 24281, drafted HMS Sutherland, Nov. 12. Will swop for any Portsmouth ship.

CH1 Marshall, HMS Liverpool, BFPO 327, will swop for any ship deploying or not, preferably Portsmouth based.

LCH Northam, HMS Monmouth, BFPO 338, drafted HMS Neptune, March 16. Will consider any Plymouth or Portsmouth draft.

OM(C)1 J. I. Robson, 6G3 Mess, HMS Illustrious, BFPO 305, will swop for any Portsmouth Type 23.

WAEM Scott, HMS Illustrious, BFPO 305 (ext. 266), will swop for any front-line

squadron at RNAS Culdrose.

WWTR L. A. McCoy, HMS Raleigh UPO, will swop for any Portsmouth draft.

POSA Cornish, 846 NAS, drafted FSU03, Faslane, Jan. Will consider anything.

LSA Stephenson, HMNB Portsmouth ext. 27551, drafted RNAS Culdrose, Jan. 26. Will swop for anything except Scotland.

RATINGS seeking to swop drafts must ensure that the requirements of BR14, article 0506, are met.

In particular they should be on or due the same kind of service - ie sea or shore; have time to serve in their current draft; be the same rate; and be of similar experience.

A rating on sea service will not be permitted to swop with another on shore service. All applications for swop drafts are to be made on Form C240 to NDD, Centurion Building.

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(Navy News)

Appeal for portrait of engineer admiral

AN APPEAL has been launched to raise funds for a portrait of the most successful RN marine engineer officer of modern times, Admiral Sir William Pillar.

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The appeal is being led by Commodore John Clayden, Commodore of HMS Sultan, the RN Engineering School, Theo Ramos, a painter of royalty, will execute the work.



Donations should be made payable to HMS Sultan Wardroom Mess Fund, marked on the reverse Pillar Portrait Appeal, and sent to the Appeal, c/o Director of Training, Napier Block, HMS Sultan, Gosport, Hants. PO12 3BY.



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ROADTEST by Glynn Williams

WHEN you see so many new cars, so many new variations of slightly older models, you can be excused for wondering how a panel of judges can decide that one – this year the Alfa Romeo 156 – can be European Car of the Year.

But see it, touch it, drive it. Then you'll understand.

It's curvy yet incisive, rakish, racy – the front number plate has to be offset to the nearside because of the styling of this wedge-shaped exotica which is in the same price bracket as the upper-crust Ford Mondeo.

Its configuration is as a roomy saloon, but its lines have the coupe cut, enhanced by cunningly concealed – yet perfectly ergonomic – handles for the rear doors.

The model tested was the 2-litre Twin Spark, with silky smooth four cylinder in-line – not a boxer as in times past – 16-valve engine with balancer shafts, which starts with an on-the-road price of £20,173 including such features as air conditioning and anti-lock brakes.

But this wasn't the basic model, this was a dream machine with sports pack giving 16-inch light alloy wheels, lowered and stiffened suspension, painted side skirts, Recaro cloth seats, Momo leather steering wheel and carbon fibre-effect console.

And then there was the paintwork, in fact the dearest option at nearly £1,000 – pearlescent Nuvola Blue, a striking pale blue of astonishing mirror finish which appears like a white gold as the light refracts at different angles.

Even without the specialist paint job this Alfa would have been a crowd-puller in the car park, but with it was like jam drawing wasps.

Cars have to be more than pretty to win awards, and the 156 is a comprehensive piece of engineering, high on safety with details like the optional front passenger airbag being capable of de-activation and three-point seatbelts for all five seats.

Also crucial to safety as well as enjoyment of the car is the excellent suspension which soaks up the bumps and pot-holes, with positive power steering needing just 2.2 turns lock to lock, completing this package of a neat mover.



● Dream machine: The Alfa Romeo 156 – curvy, rakish, racy.

With two adults and 20kg load its official performance figures are 0-60 in well under nine seconds and a top speed of 134mph, and yet average fuel economy around 33mpg and despite – or rather because of – its sophistication the service intervals are at 12,000 miles.

Even without the extras, the 2.0 Twin Spark – so called because it uses twin spark ignition in each cylinder for greater efficiency – is very well equipped with electric windows front and rear, heated electric mirrors, height-adjustable driver's seat and steering wheel, and a rear arm-rest with ski tunnel.

And to keep it to yourself, it naturally has an alarm and immobiliser.

CAR FACTS

MODEL: Alfa Romeo 156 2.0 Twin Spark
LIST PRICE: £20,173 (standard specification)
ENGINE: Four cylinder (in line) 2-litre 16-valve producing 155bhp
TRANSMISSION: Five-speed manual
PERFORMANCE (half laden): 0-62mph – 8.8 secs; top speed – 134mph
ECONOMY: Combined cycle – 33.2mpg



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A new look for Aggie's

FEELING her age a bit, looking for a new image, Aggie's decided to go for a makeover.

Even her official title, 'Royal Sailors' Rests' is well past its sell-by date: "I get inquiries from geriatricians, thinking we're an old people's home," says Director Jonathan Martin.

"In her heyday, around the turn of the century, our founder Aggie Weston was ahead of her times. She set up credit unions and campaigned in Parliament to build up support for Naval families.

"And she was hugely successful. But many of the needs she addressed have now gone – thanks in large part to her – and we no longer have the key role we had then, when there wasn't a families services organisation or an established Naval Chaplaincy – or the communications techniques we have now.

"But we still have considerable resources – and we must learn to target them in a way that remains relevant. Naval families, in particular, value an organisation where the staff understand their culture but are not formally part of it.

"We can provide a pressure release valve – that's a real strong point, one we almost underplay. For instance, in the last week of July this year we had over 1,500 people using our facilities or involved in our various sports and recreational expeditions.

"But we have a problem with hanging on to our past. Some of our centres are spot on in terms of the service they deliver, with a whole range of up-to-date activities – car mechanics, aerobics, Internet facilities.

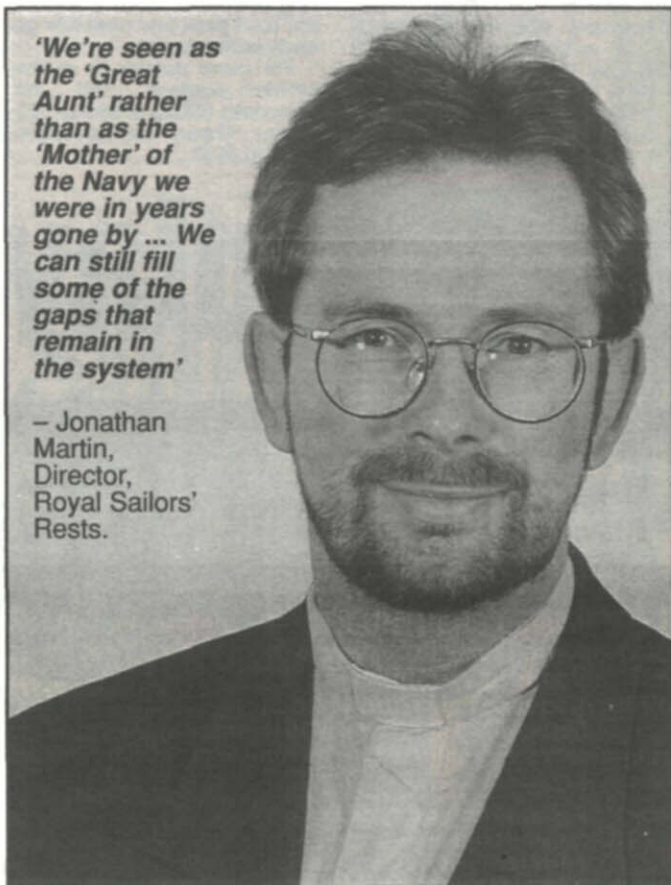
"Yet others are furbished in a way that suggests we are out of touch. Overall, we are seen to be slightly ageist and behind the times and we need to deal with that. We're looked upon as the 'Great Aunt' rather than as the 'Mother' of the Navy we were in years gone by."

The Navy had itself lately recognised the need for confidential links operating outside the Divisional System – as with its new, 24-hour Supportline telephone advice service.

"Aggie Weston went out of her way to provide an independent service of the same kind, within the limits of her times – and our peo-

'We're seen as the 'Great Aunt' rather than as the 'Mother' of the Navy we were in years gone by ... We can still fill some of the gaps that remain in the system'

– Jonathan Martin, Director, Royal Sailors' Rests.



ple today have the same vision. But we need to equip them with better resources, matched to modern standards and expectations.

"We can fill some of the gaps that remain in the system. Debt can still be a difficulty with Navy people – it was a big problem in Aggie's day and was one of her prime concerns. So the provision of a financial advice service might be useful. We're looking at that in detail. The Navy already offers one – but, once again, some people might prefer to consult an outside agency."

The Royal Sailors' Rests gets its own money from four sources. There are investments which pay for the salaries of its employees; grants from King George's Fund for Sailors; donations from a raft of faithful supporters, some 6,000 strong; and income from accommodation and food.

"Their generosity is overwhelming. We made an appeal recently to improve the playgroup facilities on the Rowner estate at Gosport –

and one lady promptly offered to fund the whole thing with a cheque for £2,200.

"Just as welcome are the letters we get from people on small incomes who send in pound coins Sellotaped to the page.

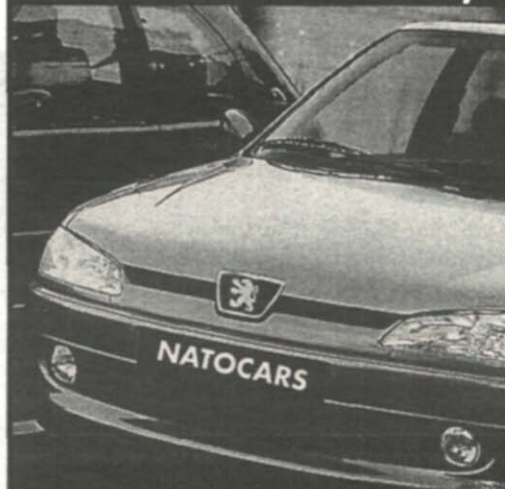
"Most of this sort of support comes from women – so I am in no doubt that the spirit of Aggie Weston's motherly concern for the Navy's people lives on. It's up to us to make sure we put it to good use.

"We may need a new look, a new image, a new logo. A new name, too? I don't know – I think we may hang on to 'Aggie's'. It's the name the Navy knows us by – and it's a good one.

"It's a powerful, resonant name. It sums up the drive and gritty realism of a personality whose legacy of care for all who 'go down to the sea in ships' has informed all the present RN welfare services that have followed her example. We still need our Aggies."

Charges for overnight accommodation in Royal Sailors' Rests are around £8 for a single person, £22 for families. Tel 01705 296096 for details.

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● We still need our Aggies: RSR Playgroup leader Kath Smith with Missioner-in-charge Alan Brewer and other users of the madeover garden at the Gosport Rowner estate centre.



Fleet take football title with a late, late strike

FLEET struck at the death to take this year's Inter-Command football championships, writes Lt Cdr Jim Danks.

The final, against the Royal Marines, saw both defences on top – until the 88th minute, when Cpl Phil Simister couldn't hold a free kick by LPT Steve O'Neil (HMS Glasgow) and POPT Nick Haigh tucked the ball away from close range.

Fleet's 1-0 victory avenged their defeat by the Royals in the 1995 final.

In the women's competition, organisers were pleased to see three Commands represented.

Portsmouth drew 2-2 in the decider against Fleet/Air/Scotland, but won the competition on goal difference.

Both teams produced a good standard of play which promises well this season.

Forthcoming fixtures:

Men:
Nov. 5, RN v English Fire Service (HMS Drake, 1930); Nov. 10, RN v Metropolitan Police (Portsmouth, 1930); Nov. 18, RN v Amateur Football Alliance (Beckenham, 1400); Nov. 24, RN v Army (Aldershot, 1930).

Women:
Nov. 4, RN v Sherborne Ladies (Yeovilton); Nov. 26, RN v Gosport Ladies (Portsmouth).

In brief

Warning to wall-climbers

SERVICE people who take part in the popular sport of wall-climbing are being warned to take out insurance cover and to take all safety precautions.

The Ministry of Defence says it is not liable for an accident during an off-duty activity, and personal premiums cannot be paid out of public funds.

MOD's training policy department points out that safety is "of paramount importance" and that supervisors and instructors must ensure there is compliance with standing orders and instructions that all units with a climbing wall must draw up and display.

More details are contained in DCI JS 116/98.

Golfers stymied

A NAVY team participated in the annual Cornish Piskiey invitation golf event at Newquay.

After a good initial win, the effects of the previous week's Inter-Services exertions told as they slipped up in Round Two.

The Plate competition for the Cornish Pastie was won by the Bogeymen team, whose members are all ex-RN players.

Cricket courses

COURSES for cricket umpires and cricket scorers, leading to membership of the Association of Cricket Umpires and Scorers, will be held in HMS Sultan from 0800 on Feb 1 until 1600 on Feb 3.

Details from CCMEA Beard, Nuclear Training Group, Rutherford Block, HMS Sultan, tel. Sultan 2663.

Judo dates

THE RN individual and team judo championships will take place from November 26-27 at Temeraire, Portsmouth. Further details from WO Parsons on Temeraire on 25851.

Sport



RN rallies to victory



Take-off – the RN rally team takes to the air at the Millbrook proving ground in Bedfordshire on their way to a class win.

Picture: Mark Writtle Productions

THE RN rally team at Devonport has concluded a successful season by taking the national Tarmacadam championships title in Group A5 class.

The team campaigned their Devonport Engineering Consortium Ltd-backed Skoda Felicia in events from the Scottish Borders to Cornwall.

Driven by POAC Taff Hopkins (Capt F1/F2 RLO) and navigated by LWTR Tracey Gates (2SL/CNH), the team claimed three class wins and two third placings to secure the title.

"We had four excellent

results at the start of the year that really set us up for the class win," said Taff. Their entry would not have been possible without the RN Motorsport Association and people who gave up their spare time to help with servicing on events.

The team would like to upgrade to a more powerful car next year, and possibly go back to the forests.

For more details on motor sport contact Taff on Plymouth (9375) 67563 or WO Trevor Owen on Yeovilton (93510) 6532.

Hockey tourists play – and watch

NAVY hockey players made sure they wasted no spare time on their Far East tour – by watching as much hockey as they could.

The tour – the first by an RN side for a decade – coincided with the Commonwealth games in Malaysia, and Navy men were prominent in the crowd during home nations matches.

On the field the tourists, backed by the Sailors Fund, Fleet Amenities Fund and RN/RM Sports Lottery, lost only two full games in seven before the highlight of the tour, the Singapore Cricket Club 6s.

The team didn't hang about on arrival, play-

ing – and winning – their first match on the afternoon that their Malaysian Airlines flight touched down in Kuala Lumpur.

The following day was spent shopping and sightseeing, and cheering England on in their 2-2 draw with the hosts in the games.

Their second match brought the only defeat in Malaysia, 5-3 to a Club Aman side which fielded several players with international caps.

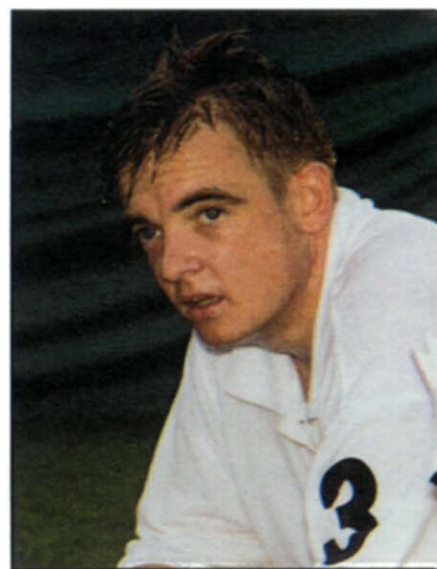
Wins against the Malaysian Masters (3-1) and Royal Malaysian Navy (4-2) completed the first week, and the squad managed to see the Commonwealth Games hockey finals (including England taking the bronze medal with a 5-3 win over India) before transferring to Singapore.

Two more victories were followed by a scratch game with the RN XI losing 2-1 – but the defeat did not dent morale, as the RN A-team, bolstered by Welsh international Owen Griffiths-Jones, won all four matches on the first day of the prestigious 6s competition, including a 2-0 win over a team of Swiss internationals.

The B-team Exiles struggled in a strong group, losing two and drawing two.

The following day saw the A-team narrowly lose their final game, but qualify for the main knock-out cup competition.

Sadly both RN teams lost early on, the Exiles going out after extra time in their first game and



Cooling down – CPOAEA Scotty Mitchell (RNAS Portland), the Man of the Tour.

the A-team losing to a team of Malaysian internationals, four of them who had travelled from the Commonwealth Games.

But with the strength of the sides, many fielding all international teams, the tourists felt they had more than done themselves justice.

Lt Cdr Guy Dale-Smith was top scorer, and CPOAEA Scotty Mitchell was Man of the Tour.

Reservists at home on the range

MEMBERS of the RNR took a generous helping of the prizes at the ninth Reserve Forces Association International Skill at Arms Meeting at Pirbright.

In their first competitive year Lt Cdr Rex Thornborough (Cambridge URNU), Lt Eugene Morgan (HMS President), PO Colin Rickard (HMS President) and LS Nigel Raddie (HMS Sherwood) repre-

sented the RNR against competitors from eight NATO countries, the RMR, TA and Royal Auxiliary Air Force.

Key results were: Ind Whitehead SA80: 1st, LS Raddie; 3rd, Lt Cdr Thornborough; Moving Target: 2nd, PO Rickard; FIBUA match: 2nd, LS Raddie; 3rd, PO Rickard; FIBUA team: 1st, RNR; Sniper match: 1st, PO Rickard; Champion at Arms: 1st, LS Raddie; 3rd, PO Rickard.



The balloon goes up – and with it the White Ensign, attached by team members at the Singapore 6s tournament.



Warming up – Lt Guy Norris.

Navy fires warning shot

ROYAL Navy golfers performed with enormous spirit in the most exciting Inter-Services championships seen in recent years, writes Cdr Gary Skinnis.

The RAF hosted the event at Saunton, and this excellent traditional links course once again proved to be a stern test for the players. The RAF strength in depth was the key factor to their retaining the title, but not before they were given severe shocks by both the other two teams in a closely-fought contest.

Hopes were high when the RN took the first day morning four-somes 3-1 against the Army – wins by WEM(R) Alistair Westbury (HQB F Gibraltar)/MA Scott Gilbert (CTCRM), Lt Guy Norris (810 NAS)/Lt Cdr Darryl Whitehead (HMS Invincible) and CPO Eddie Comerford (HMS Caledonia)/Cdr Ian Yuill (AFPAA HQ).

Current Navy champion Norris got the eight afternoon singles off to a flying start with a 6 and 5 victory over the Army champion,

closely followed by a win from Gilbert and a halved match from Cpl Chris Graham (RMR Bristol).

With just one point required from the other five matches, the Navy faltered, and everything rested on the seventh match, with Westbury one up at the final tee.

The experienced Army man played the hole in copybook style and with half a point each the tense match ended 6-6.

The second day saw the RAF beat the Army in a thrilling encounter, decided on the final green, leaving the Navy seeking a final-day win to take the title.

The Navy lost the foursomes 3-1, with only Westbury and Gilbert winning, but there was a good start in the singles, with Norris halving his champions match, and Gilbert notching a 3 and 2 win – the second year running that the talented Gilbert has achieved 100 per cent.

Westbury struggled to four down after ten, but won the next four holes. He lost the 15th to a birdie,

and the pair then parred home for a narrow RAF win.

The Navy then pulled out all the stops, with team captain Yuill, Graham and Whitehead all winning to leave the Navy needing one point from the last two matches.

Anchor man C/Sgt Bill Parker (847NAS) was not on top form and lost at the 16th, leaving the stage to Inter-Services debutant CPO Bill Sinclair (HMS Neptune).

Against the RAF's best and most experienced golfer the gritty Scot made early inroads, but an eagle and a par pulled the RAF player level on the 16th green.

Sinclair shot a cast-iron par at the 17th, but an RAF birdie guaranteed the airmen the half-point they required for the title – then they made sure with a win on the final hole to finish a point clear.

The overriding factor recognised by the other Services is that Navy golf is now a force to be reckoned with, and, given recent improvements, the Inter-Services title is close to being in RN possession for the first time in more years than anyone cares to remember.

Road men register good times

NAVY athletes have posted some good times in road races, writes Lt Cdr Bob Chapman.

In the last of the Yeovil 5km races, Paul Levick came third in the excellent time of 15m 22s, while another Heron athlete, veteran Bob Chapman, finished 15th (and second veteran) in 16m 36s.

Four days later Paul Levick continued his good form by easily winning the multi-terrain Ash Excellent 8 miles in a record 47m 14s.

Another Navy veteran, John Rye, also showed superb form by finishing second in the Brixham 10km in the very good time for the undulating course of 32m 42s.

Meanwhile George Roper, running for Bristol AC in the Midland Road Relay, returned to form by running a fine leg in 18m 17s, moving his club up to fifth place.

Navy runners dominated the windy Ilchester 8-miler. Paul Levick took charge early on when he and Heron colleague George Roper broke away after two miles.

Paul tried to surge away when he found the wind in his favour but was unable to shake off George, who tracked him until the last 200m when he sprinted past to win in 43m 02s, with Paul just behind.

Final anguish as Navy lose to Students

THE NAVY lost to a strong British Students side in the final of the Scottish Courage Public Servants Rugby League Cup.

The Students, just back from an outstanding tour of Australia, beat the Army on the way to the final, at Cougar Park, Keighley, so the Navy knew they had a match on their hands.

And so it proved, with the Students going straight on to the offensive, scoring a penalty and a try in the first ten minutes.

Navy forays promised to put the RN on the scoreboard, but lost possession meant the Students kept piling on the points, making the half-time score 24-0.

More scores early in the second half put the Navy 36-0 down before their first "try" was disallowed – and to add insult to injury, the Students scored a drop-goal from the resulting break.

With less than 15 minutes to go Vaughan Cohen roused the crowd with an unconverted try, but a final onslaught by the Students brought the final score to 43-4 and runners-up honours to the Navy – a creditable achievement in their first full season of rugby league.

Submariners tackle London triathlon relay

MEMBERS of the Port crew of HMS Victorious teamed up for the London Triathlon.

Three teams of three finished in the top half of the results in the Corporate Relay section of the event, with placings of 38th, 50th and 79th out of 192 teams.

One member swims 1,500m then hands over a timing chip to a cyclist, who races 40km before the final team member runs 10km.

The nine were sponsored by businessman Angus MacNeil, of Gareloch Support Services, who contributed to the hire of wetsuits and entry fees.

They also raised £260 for the Bannockburn Group, a riding school for the disabled at Stirling.

The participants were Cdr David Phillips (Commanding Officer Port), Lt Darren Garland, Lt Iain Bowker, CCMEA Stuart Leach, CPOMEA Baz Cox, CPOMEA Stu Cullen, CPOWEA Lindsay Thwaites, PO Des Johnson and OM Mo Morrison.

Combined Services clean up on tour

ROYAL Navy and Royal Marines players helped the Combined Services cricket team demolish the opposition on a tour to Zimbabwe, writes Cdr Ray Holyer.

The 19-strong party included Lt Cdr Piers Moore (RNSMS), S/Lt Peter Andrew (BRNC), AB Steve Miles (RAF St Mawgan), Mne Tim Burt (40 Cdo RM), Mne Andy Procter (HMS Fearless), Mne Shaun Needham (RM Poole) and umpire/scorer Cdr Ray Holyer (HQ DMTD).

A warm-up against a Country Club Invitation XI gave Services a nine-wicket win and Goromonzi were the next victims, the tourists winning by five wickets.

Stiffer opposition from Alexandra Cricket Club in Harare was also beaten as Services passed 215-9 with the loss of four wickets, and two more comfortable wins were achieved against Shamva and Enterprise.

The sixth match saw the Service bat first for the first time, and a powerful 130 in 87 balls by Needham, his first CS century, pushed Services to a massive 398 for 8 – 189 runs too many for Harare South.

The final match against the Stragglers was billed as the most difficult, but with 217 in hand the Services dismissed Stragglers for 94.

Miles topped the bowling averages with 13 wickets at an average of 8.38, Needham scored 196 runs at an average of 49, and wicketkeeper Burt took six catches and six stumpings.

The hectic tour of seven 50-over matches in nine days, supported by the RN/RM Sports Lottery, RMCC, RNCC, US Portsmouth, US Plymouth, area recreational and local unit funds, was followed by four days of relaxation, including bungee-jumping, white water rafting and safaris.

Results:
Country Club XI: 113 (Procter 4-12, Miles 3-19)
CS: 114-1 (Andrew 32*)
CS won by nine wickets
Goromonzi: 267-9
CS: 273-5 (Burt 47)
CS won by five wickets
Alexandra: 215-9 (Procter 2-25, Moore 2-35)
CS: 216-4 (Needham 32, Andrew 27*)
CS won by six wickets
Shamva: 154 (Miles 3-12, Moore 2-14)
CS: 155-5
CS won by five wickets
Enterprise: 200
CS: 204-3
CS won by seven wickets
CS: 398-8 (Burt 51, Needham 130, Moore 44*)
Harare South: 209 (Miles 2-20, Procter 2-44)
CS won by 189 runs
CS: 217 (Andrew 36)
Stragglers: 94 (Miles 5-12, Procter 2-11)
CS won by 123 runs

Sport challenge

THE ROYAL Navy and Royal Marines have launched a sports initiative as a joint venture with Speedo.

The Multi-Sport Challenge focuses on triathlon sports and aims to encourage the development of leadership skills and teamwork within schools across the country.

A full report on the initiative will be carried in the next edition of Navy News.

Sailors beaten in goodwill game

RUGBY players from HMS Beaver took on the might of Bolton Rugby Club during the ship's final official visit to her affiliated town.

But the Bolton team, which plays in the local Lancashire league, proved too strong for the men from the Type 22 frigate.

Played in ideal weather conditions, the sailors gave a good account of themselves, finally succumbing 27-7 to

the civilian team.

However, MEM Stuart 'Ben' Kingsley was named Man of the Match for his enthusiasm and sporting prowess.

The Devonport-based warship, which is due to be decommissioned next year, also put out golf and rounders teams, the latter taking on the Darcy Levers team at the DL Cricket Club ground.

● **On the defensive** – Beaver players (in quartered shirts, from left) MEM Michael Noble, CCMEA(ML) 'Billy' Connelly, CMEA(EL) Neil Crozier (tackling Bolton player) and CMEA(H) Colin Teague.



Show heralds a year of promise



● **On the ropes** – MEM Tony Daley (HMS Sultan) opens up on welterweight opponent LOM Mitch Mitchell (HMS Collingwood).

● **MEM Maxwell receives the Best Winner Award** from Commodore John Clayden, Commodore HMS Sultan.

Fearless fighters take title

BOXERS from HMS Fearless won the Portsmouth Command boxing championships in the gymnasium at HMS Nelson.

With last year's titleholders, HMS Sultan, missing because of training constraints, it was apt that the men from an assault ship should take the boxing honours in front of a capacity crowd.

Final placings and points were:

- | | |
|----------------|----|
| 1. Fearless | 22 |
| 2. Marlborough | 11 |
| 3. Illustrious | 9 |
| 4. Birmingham | 8 |
| 5. Collingwood | 6 |
| 6. Exeter | 5 |
| 7. Glasgow | 3 |
| 8. Nelson | 2 |
| 9. Invincible | 1 |
| 10. Liverpool | 0 |



Beaver outboxes Boxer

BOXERS from HMS Beaver pipped boxers from HMS Boxer to win the Plymouth Command championships.

Staged at the Wyvern Centre in Devonport, the competition saw the four Beaver pugilists finish two points clear of their Type 22 rivals. HMS Drake took the establishment title with a narrow win over HMS Raleigh, but Beaver was crowned Overall Winner in the two-day event.

The four Beaver boxers – MEM Michael 'Nobby' Noble (light heavyweight champion), OM (UW) Ian 'Scouse' Rooney (wel-

A PROMISING year for Navy boxing opened in style with the HMS Sultan show.

The first bout saw MEM Brailly Brailsford beat MEM Bev Bevan on a majority points decision after three gruelling rounds of non-stop action in the lightweight division.

Next up were light welterweights AEM Danny Ingram and MEM Richie Sidaway, the fast hands and footwork of the latter causing the referee to step in during the third round.

At this point the show, in front of more than 600 spectators at the new sports and recreation centre, became a match between HMS Collingwood and HMS Sultan.

MEM Tony Daley's relentless attacks took their toll on Collingwood welterweight opponent LOM Mitch Mitchell, the home boxer winning on points, and Daley's colleague at light mid-

dleweight, AEM Eddie Edwards, stopped his opponent OM Pat Hanton in the first round with a punishing attack.

Two middleweight contests also went to Sultan boxers; MEM Max Maxwell took the Best Winner award when he stopped PO Nick Carter in the second round, and AEM Adie Myers took less than 90 seconds to nail WEA Treth Trevelthan after the men had traded heavy punches.

The first Collingwood success came when OM Jimmy Fargus stopped MEM Cuthbertson in the third round – the Sultan man had stepped in at short notice and suffered as his fitness faded.

Bout of the night saw another Collingwood win in the heavyweight division, with LMEM Deano Pallister's rugged two-fisted attacks being repelled by OM Dave Eccles' back-foot jabbing tactics; with both men fighting to exhaustion, Eccles won on points and took the Best Boxer trophy.

Sultan/Portsmouth Command boxing coach POPT Q Shillingford said he was delighted with the boxing, and is looking forward to a number of events before the New Year.

Shillingford said two Sultan boxers to watch are MEM Grant Leary and AEM John O'Reilly, both with experience in the ring before joining the Navy.

The pair were awarded the Hampshire and Isle of Wight county titles on walkovers, and now travel to Bristol for the Southern Area regional finals of the NABC championships.

The last Navy boxer to win an NABC national title was their coach, Q Shillingford, who took the honours in 1986.

Germans win mind games

GERMANY proved masters of the chessboards at the ninth NATO chess championships, hosted by HMS Nelson.

The six-strong German team – which included a Master and soon-to-be Grand Master – retained their title, but despite defeat organiser and RN champion Capt Laurie Brokenshire was pleased with the five-day event, in which he and two other RN players teamed up with two airmen and a Scots Guard.

"It went swimmingly – everyone enjoyed themselves and playing conditions were very good," he said.

The main event was a seven-round Swiss tournament, with games lasting five hours or more, but there was also a display of high-speed chess.

Teams played in civilian clothing to ensure there was no chance of lower ranks being put off by playing senior officers.

Anyone interested in joining the RN Chess Association should ring Capt Brokenshire on Portsmouth Naval Base ext 23929.

League choice for RN runners

THE RN Athletics Club wants to hear from hardy souls who relish the thought of a new cross-country season.

The RNAC runs in two regional leagues, Hampshire and Westward, and welcomes newcomers of any standard.

Hampshire contacts: Lt Mike McLachlan, MEO2, Officers Training Group, HMS Sultan (tel. 93843 2999) and LWDSA Sally Donnelly, Maxillofacial Unit, RH Haslar (tel. 93819 2956/2413).

Hampshire fixtures: Nov. 7, Reading; Dec. 5, Havant; Jan. 2, Overton; Feb. 6, Camberley. Westward contact: Lt Cdr Bob Chapman, Education Officer, HMS Heron (tel. 93510 5452).

Westward fixtures: Nov. 1, Tiverton; Dec. 6, Exeter; Jan. 17, Bideford; Feb. 6, Paignton; Mar. 21, Exmouth.

On target

IN A FIRST for the Royal Navy, Lt John Morgan-Hosey won the Heckler and Koch NATO Services Challenge Cup at Bisley Ranges.

Lt Morgan-Hosey (FOSM) triumphed at the UKPSA Practical Rifle Championships, featuring matches up to 1,000yds and one on the Ash electronic target range.

Using a custom-built Armalon .308 bolt action rifle, Lt Morgan-Hosey came second in the 1,000yd match, and on aggregate was the top NATO or police force entrant.

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Fleet rifle team in Albania standby

HMS CUMBERLAND has started her Armilla Patrol duty in the Gulf after being diverted to stand by off Albania as a precaution during the civil unrest there.

During the crisis Cumberland embarked the Fleet Standby Rifle Company and Boat Troop at Split in Croatia, as well as the Joint Task Force Commander, Brigadier David Richards and his staff.

While on board they prepared for the evacuation of Britons from Albania should that have been necessary.

In late September Cumberland was relieved by HMS London, the Brigadier moving his HQ ashore to Gioia Del Colle in Italy.

Also in the Gulf is the tanker RFA Brambleleaf, which in October visited Aden where 12 years before she had evacuated British nationals caught up in civil unrest. Guest of honour at a reception on board was the Governor of Aden, Taha Ahmed Ghanem who said he was delighted at the ties with the British.

HMS York returned to Portsmouth as Navy News went to press on October 23 after an eight-month deployment to the Gulf.

Westminster is first with new BOST

THE FIRST ship to complete the new six-week basic operational sea training (BOST) package at Plymouth, HMS Westminster, returned to her Portsmouth base on October 16.

The one-week longer BOST programme allows more evolutions to be exercised. The Type 23 frigate received a 'Good' assessment, with a 'Very Good' grade for operational effectiveness. She was taking part in a Joint Maritime Course this month and is due to deploy in the new year.

'Red card' idea in bid to beat harassment

A TRIAL system to combat sex discrimination in the Navy is taking place on board HMS Coventry.

A red and yellow card set-up is being tried as a new way of formalising complaints. The trial was under way as a complaint by an ex-Wren and former member of the ship's company, Nicola Rushton, was upheld by an industrial tribunal.

Miss Rushton told the tribunal that she had been subjected to sexual harassment on board which brought her to a mental and physical state which led to her dismissal as 'temperamentally unsuitable' for a naval career.

Complaints under Coventry's system are open to male and female members of the ship's company. They allow serious 'red' cases to be dealt with by the ship's Commanding Officer, and 'yellow' by any other officer.

A Ministry of Defence spokesman, who reiterated the Navy's zero tolerance of bullying and sexual discrimination, said the card system would be the subject of a report before any decision was made to extend it.

SURVEY SHIPS BEGIN THEIR LONG TASKS

SURVEYING Squadron ships HMS Endurance and HMS Scott have left British shores for long deployments in the Antarctic and Indian Ocean respectively.

In Scott's case, her absence will last a year, and Endurance will spend seven months on her annual deployment to the ice.

En route she was visiting Rio de

Janeiro and Montevideo. In Antarctica her tasks will include the survey of poorly charted areas to improve navigational safety for the increasing number of cruise liners and charter vessels sailing into the region.

Devonport-based HMS Scott called in at her affiliated city of Swansea before passing through the Mediterranean and Suez Canal.

She is expected to spend 80 per cent

of her time away actively surveying, making her one of the most efficient warships in the Navy.

To achieve this she uses a three-watch system; two watches operate at any one time, and each watch completes two one-month survey periods at sea, separated by a four-day port visit as the ship refuels and stores, while the third watch is back in the UK for a month.

Commanding Officer, Capt Bob Mark, said: "Scott has demonstrated exceptional performance both with her survey systems and innovative lean-man-ning, now the most radical in the Navy. "Our objective now is to prove reliability of the equipment and the full scope of the ship's operational capability by deploying for 11 months – 50 per cent longer than any deployment undertaken by another survey ship."



Pembroke makes a dashing entry

HMS PEMBROKE cuts a dash as she enters Portsmouth for her hand-over to the Royal Navy. Pembroke, launched at Vosper Thornycroft's Southampton yard last December, is under the command of Lt Cdr Peter Mair, and is the second of the enhanced Sandown-class minehunters to enter service.

Picture: LA(PHOT) Gary Davies

RN divers defuse port bomb menace

A WORLD War II bomb dredged up in Great Yarmouth harbour was defused by Navy divers after it caused the evacuation of hundreds of people from their homes.

The 250kg German bomb had to be left in the dredger as the weather conditions on October 21 made it impossible to tow out to sea.

A six-man team from Southern Diving Unit 2 based at Portsmouth were despatched under the command of Lt Cdr Martin Jenrick and, after a Royal Navy Lynx helicopter from HMS Osprey delivered specialist equipment, they were able to defuse the device by 2230.

Leak sub returns to Britain

NUCLEAR submarine HMS Trenchant has returned home to Devonport after developing a fault while visiting Lisbon.

The Navy's attack submarine had shut down her reactor after arrival in port when a minor steam leak was detected. It was contained within the reactor compartment.

Experts flew out to Portugal from Devonport to assess the situation, and the submarine was cleared to make the journey home under her own power. The problem was being rectified while she was alongside.

Women in subs report complete

A REPORT into the implications of women serving in Royal Navy submarines has been completed and will shortly be presented to Ministers.

The internal document is believed to have dealt with possible medical effects, including the risks to the foetus of a pregnant woman in the atmospheric environment in submarines – although it is understood that there would be no significant radiation risk.

BAN LIFTED ON UNIFORMS IN THE STREET

MEMBERS OF the Armed Forces may now wear their uniforms in public when travelling off military bases.

The 20-year ban was being lifted on November 1 after a policy announcement by Defence Secretary George Robertson. The decision was taken on the recommendation of the Chief of the Defence Staff, Gen. Sir Charles Guthrie.

It is plain that this more open approach has been influenced by a reassessment of security risks in the

light of the Northern Ireland peace agreement and subsequent developments.

The Ministry of Defence believes that recruiting will be helped by the relaxation, and that the visibility of Service personnel going about their normal domestic business in the community may break down barriers in areas where the Services have lost ground. It is also expected that the move will be welcomed in areas with traditional Service links.

The wearing of uniform in public will be voluntary and the decision could be reversed in the face of any increased terrorist threat.

Shoes are back on board

FOR THE first time since the early 1980s Royal Navy sailors can wear shoes on board ship in normal working conditions, instead of DMS 'steaming boots'.

The new pattern, non-conductive shoes have an improved sole compound which makes them slip resistant. They are replacing an earlier type introduced in 1981. The older shoes were meant to be non-slip, but were found to be inadequate and their wear on board was disallowed.

However, those with feet smaller than size six – which applies to many women – may still have to wear boots at sea because the lasts do not exist to extend the new sole compound to shoes below that size.

Grafton flier dies in Lynx plunge

THE OBSERVER in HMS Grafton's Lynx helicopter was killed when the aircraft ditched during a night exercise off Singapore.

The body of Lt Toby Beale (27) was recovered with the helicopter after an intensive search by Grafton, nine Singapore warships, a New Zealand ship and two aircraft each from Singapore and Indonesia.

The pilot of the Lynx, Lt Cdr Andy Hurry, escaped with minor bruises and was rescued soon after the aircraft ditched.

Before the night encounter exercise with Singapore Navy vessels, Grafton had made her first visit to the island during a stand off from

her Armilla Patrol duty in the Gulf.

Lt Beale was married with three children. HMS Grafton held a memorial service for him before his body was returned to UK by the US Air Force.

Marine drowns

A JUNIOR Marine was drowned during a river crossing exercise on Dartmoor.

Nathaniel Burton (16) of the Commando Training Centre, Lympstone, died at Crazy Well Pool near Burrator reservoir. He was half-way through the 30-week commando training course. His body was recovered by a diver.

St Kitts leader thanks hurricane aid sailors

SAILORS from the frigate HMS Sheffield and RFA Black Rover have received the thanks of the Prime Minister of St Kitts for helping in the wake of Hurricane Georges, which devastated areas of the West Indies.

Dr Denzil Douglas made a special mention of the ships when he broadcast on the island's local radio.

With her support ship RFA Black Rover, Sheffield sent work parties ashore after her Lynx helicopter had made recce flights to assess the extent of the damage on St Kitts and the neigh-

bouring island of Barbuda.

Within an hour of the 80-strong Naval party arriving, the communications system at St Kitts airfield was repaired and electricity was restored to the damaged hospital. The roof of the maternity hospital had been blown off and that, too, was mended.

Working for more than two days in sweltering temperatures of 36C, the aid group also carried out structural checks on buildings and restored power and telephone lines.

HMS Sheffield, due to return from her West Indies guardship deployment in time for

Christmas, continued to Barbados for a self-maintenance period.

HMS Cardiff went to the rescue of a 50,000-ton Maltese merchant ship when fire broke out in her engine room. The Type 42 destroyer was in the Mediterranean as a member of NATO's Standing Naval Force Mediterranean when a distress call was received from the cargo ship Beluga off south-west Greece.

Cardiff trained her fire hoses on the ship and a party of five specialist firefighters from the destroyer were sent to the stricken vessel to extinguish the blaze.



CARRIER CENTURY

1918-2018



Navy News
Supplement



EVOLUTION OF THE FLOATING AIRFIELD

LIKE THAT of any warship, the design of an aircraft carrier has to balance a number of priorities. Minor considerations, if given too much emphasis, can have a very great influence on the subsequent operational capability of the ship.

The design of British carriers has evolved as the method of employing embarked aircraft within a balanced fleet has changed. The original seaplane carriers were conversions from merchant ships, intended to work as auxiliaries in support of the fleet, not necessarily as an integral part of it.

They provided a measure of air support but were limited in speed and needed to stop in order to lower their aircraft on to the sea and to recover them. The need to operate high performance fighters for fleet air defence led to a number being carried on platforms on board battleships and cruisers of the Grand Fleet and to the conversion of hybrids, such as *Campania* and *Furious*, which had the speed to operate with the Fleet and to launch (but not recover) wheeled fighters from a flight deck mounted over the forecastle.

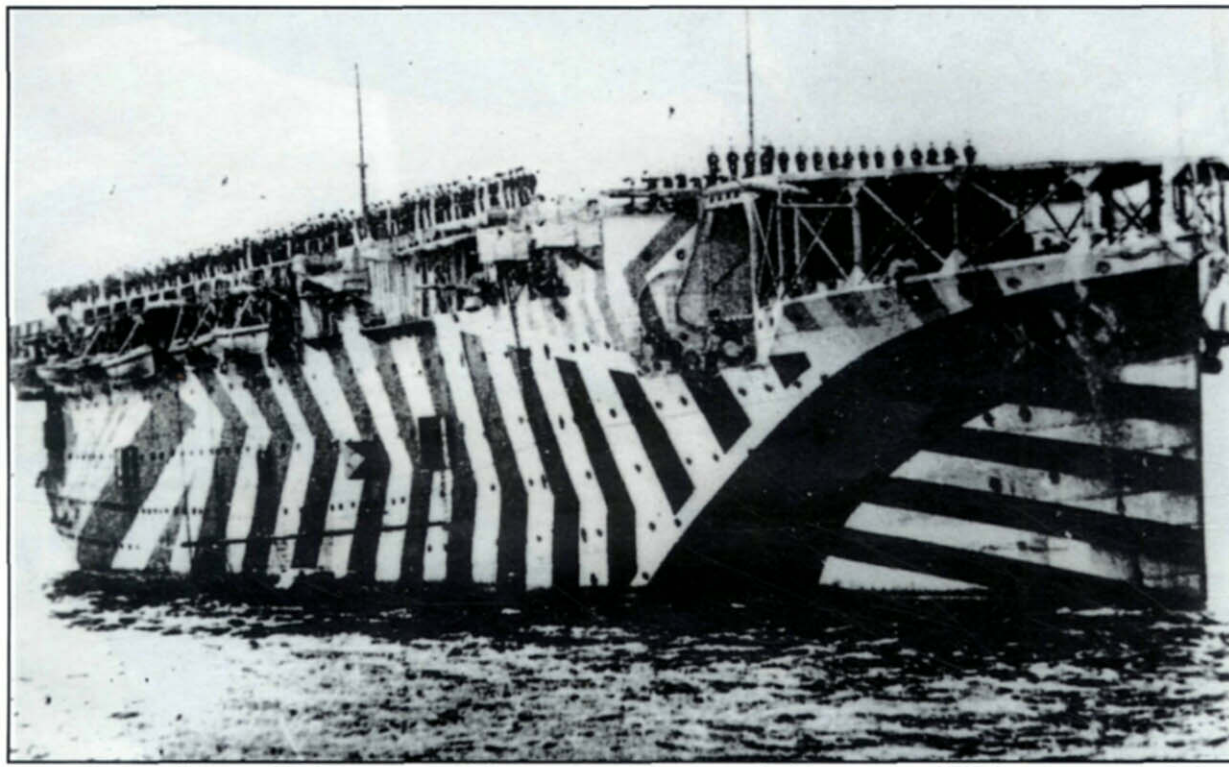
Argus, commissioned 80 years ago in September 1918, was the logical next step. She was completed with an unobstructed flight deck built over a substantial hangar with lifts to move aircraft between the two.

Original plans to have a 'goal post' style island amidships were dropped when trials with an after landing deck in *Furious* showed the difficulty of landing into the air currents caused by the structure and funnels amidships.

After her completion, *Argus* mounted a mock-up wood and canvas island which was moved about to find the ideal position for it in future designs. The result, amidships on the starboard side, was adopted by all subsequent British, and the great majority of foreign, carriers.

The inter-war carrier conversions made the best use of available hulls and introduced the concept of having two hangars mounted one over the other in an attempt to achieve the maximum aircraft stowage within the tonnage allowed by the Washington Naval Treaty.

EIGHTY years ago the first 'true' aircraft carrier – *HMS Argus* – entered service. Although too late to see action in World War I, her innovative design, including a full, unobstructed flight deck for both launching and recovering aircraft, heralded a revolution in the projection of sea power. The carrier was born and today is at the core of major fleets worldwide. In this account written for Navy News, the Curator of the Fleet Air Arm Museum, **Cdr David Hobbs**, charts the evolution of the aircraft carrier in the light of Royal Navy plans for its next generation of floating airfields designed to exercise naval power in a new world order.



● Looking for all the world what she essentially was – a merchant vessel without a top – *HMS Argus* was nevertheless the first true aircraft carrier. In this picture she wears the dazzle camouflage sported by vulnerable ships in the latter years of World War I. She was converted from the incomplete Italian liner *Conte Rosso*.

While this increased the number of aircraft that could be carried, it did little to increase the number that could be operated. However, the US Navy provided a lead

here with the invention of transverse arrestor wires, barriers and the use of catapults.

During the 1920s and 1930s, British progress was hampered by the fact that it was the Air Ministry, not the Admiralty, that controlled the specification of naval aircraft and thus their integration into ships was a complicated, bureaucratic process that became less successful as tech-

nological progress became more rapid. This situation improved after Lord Inskip, Minister of Defence Co-ordination, passed control of Naval aviation back to the Admiralty shortly before World War II.

During the period of re-armament in the late 1930s, it would have been simple to build repeats of *Ark Royal*, the first large fleet carrier designed and built as such for

■ Turn to supplement page 6



● *HMS Ark Royal*, at 22,000 tons the first of Britain's larger carriers, able to carry 72 warplanes. She entered service in 1937 – but three more ships of the class were cancelled in favour of the *Illustrious* class which had armoured flight decks. Nevertheless, the *Ark* became one of the most celebrated carriers of World War II. It was her Swordfish torpedo bombers that scored the hits that led to the destruction of the German battleship *Bismarck*. Although more than once the Germans falsely claimed to have sunk the *Ark*, they eventually achieved it when she fell victim to U-81 east of Gibraltar on November 13, 1941.

What the top brass said . . .

'All you want is the present naval side of the Air Force – that's the future Navy' – Admiral **Lord Fisher**, First Sea Lord 1904-10 and 1914-15.

'I congratulate you on becoming air pilots. I congratulate you on your wings, but I'm damned if I understand the colour of your uniform.' – Marshal of the Royal Air Force **Lord Trenchard** on presenting RN aircrew with their 'wings' in 1926.

'One had to have a very fine sense of balance and timing to make a good deck-lander, and like a pianist who suddenly discovers he can play the notes . . . the technique came to me and I clung to it.' – Admiral of the Fleet **Sir Caspar John**.

'The air side is an integral part of our naval operation . . . Whether our air weapon is present or not will make the whole difference to the nature of the fighting of the Fleet and our strategical dispositions. That is a fact which will increase more and more year by year.' – Admiral of the Fleet **Sir Ernle Chatfield** (First Sea Lord 1933-38).

'I personally hold the view that the time is coming when the aircraft carrier force will form the core of the Navy.' – Deputy First Sea Lord Admiral **C. E. Kennedy-Purvis** in 1942.

'In the Fleet Air Arm the Navy has its most devastating weapon' – Admiral of the Fleet **Viscount Cunningham**.

'If I haven't got the *Ark* (*HMS Ark Royal*) with me, I feel like a blind beggar without his dog.' – Admiral **Sir James Somerville**, Commander of Force H 1940-41.

'The employment of air-sea forces demonstrated the ability of the Navy to concentrate aircraft strength at any desired point of contact. These operations demonstrate the ability of naval carrier-based aviation to make use of the principles of mobility and concentration to a degree possessed by no other force.' – Fleet Admiral **Chester Nimitz** USN, C-in-C Pacific Fleet in World War II.

'The Soviet Navy will no longer be confined to its home waters, but will exploit the freedom of the seas . . . Sea power without air power is senseless.' – Admiral of the Fleet **Sergei Gorshkov**, C-in-C Soviet Navy 1956-85.

'The *Invincible* and *Illustrious* operations in the Gulf with the Americans . . . proved yet again the value of taking our airfields with us and not needing support from other nations.' – Admiral **Sir Jock Slater**, First Sea Lord 1995-98.

FRONT COVER: An artist's impression of the Lockheed Martin Joint Strike Fighter, overflying *HMS Furious*, one of earliest aircraft carriers. She was converted from a cruiser during World War I, and was rebuilt with a flush flight-deck during 1924-33. It was in that configuration that she served throughout Hitler's war.

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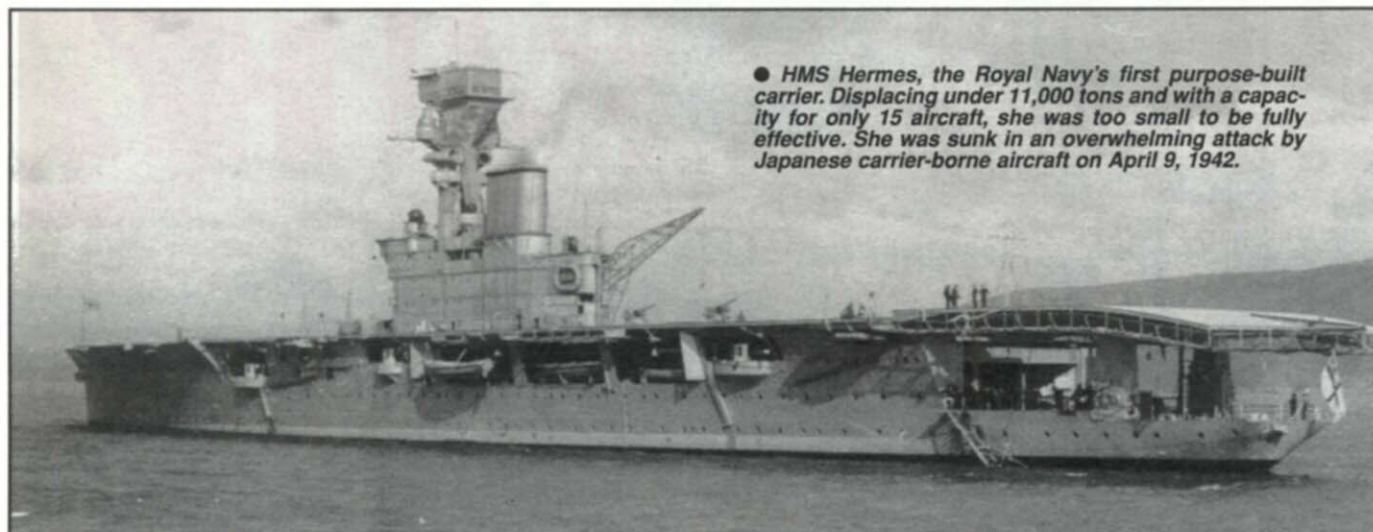
Today, the RNBT gives almost £2 million each year to meet a wide variety of needs and provides a residential home for old Sailors and Royal Marines.

For more information or advice please call: **01705 660296**

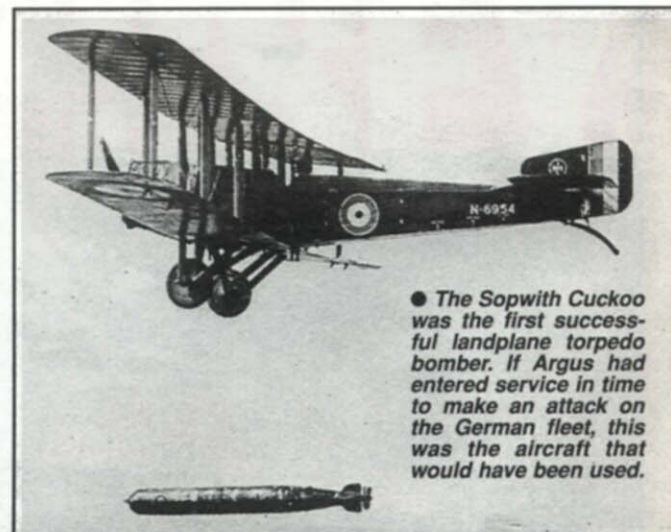
THE ROYAL NAVAL BENEVOLENT TRUST
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From clumsy seaplane tender to purpose-built carrier



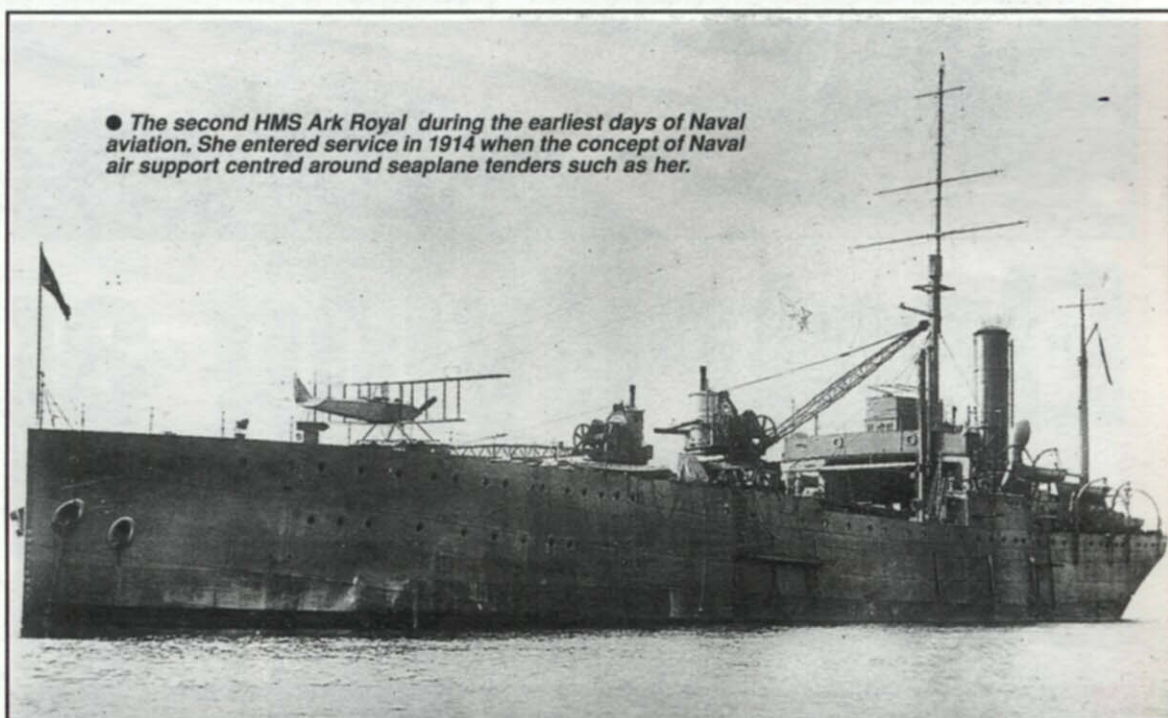
● HMS Hermes, the Royal Navy's first purpose-built carrier. Displacing under 11,000 tons and with a capacity for only 15 aircraft, she was too small to be fully effective. She was sunk in an overwhelming attack by Japanese carrier-borne aircraft on April 9, 1942.



● The Sopwith Cuckoo was the first successful landplane torpedo bomber. If Argus had entered service in time to make an attack on the German fleet, this was the aircraft that would have been used.



● HMS Indomitable with HMS Eagle in line astern photographed from HMS Victorious during the fateful Operation Pedestal convoy to Malta in August 1942. Eagle, converted from an incomplete battleship being built for Chile, entered service in 1920. She was lost to Axis aircraft during the Pedestal operation.



● The second HMS Ark Royal during the earliest days of Naval aviation. She entered service in 1914 when the concept of Naval air support centred around seaplane tenders such as her.



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Carrier
revol
is on

Electrifying advance in ship propulsion

THE ROYAL Navy's present gas turbine engines – Tyne, Olympus and Spey – all have their roots in the 1960s and 1970s, and since they were designed technology has moved forward and can now help us take advantage of modern materials and more efficient ways of changing fuel into propulsion power for our ships.

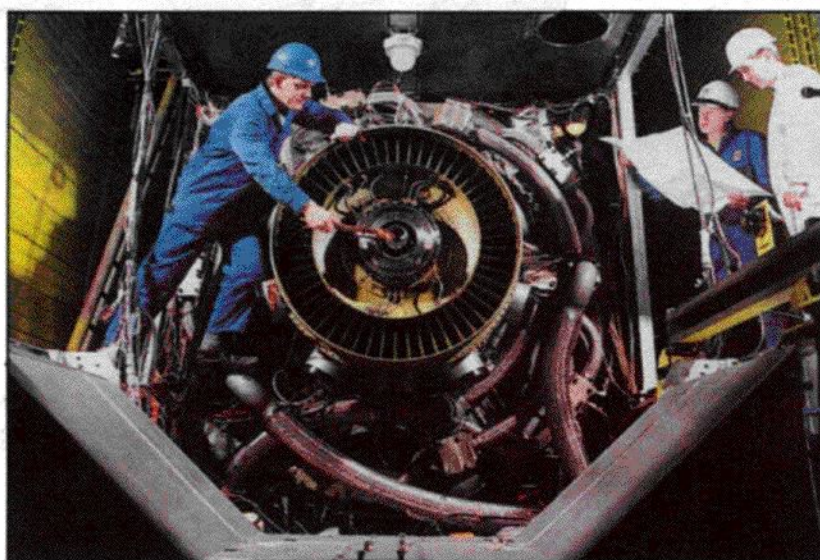
The WR21 engine project aims to achieve just that. The result of a collaborative effort by the US company Westinghouse and Rolls-Royce, it uses proven, modern, civil aero technology, bringing together parts of the Rolls-Royce RB211-524 which powers the Boeing 747, the RB211-535 (Boeing 757) and the Trent engine (Boeing 777 and Airbus 320).

The engine system is being designed by an international consortium of Northrop Grumman Marine Systems (USA), Rolls-Royce Marine Power (UK), Allied Signals (USA) and CAE (Canada) under a US Navy contract.

Both the UK and France are partnering the US Navy, with the UK providing the engine's test site at the Admiralty Test House (ATH) at the Defence Evaluation and Research Agency establishment at Pyestock.

The engine's increased efficiency is achieved by adding heat exchangers to the traditional simple-cycle gas turbine to produce an advanced-cycle machine. An inter-

AT A LITTLE-KNOWN establishment at Pyestock, near Farnborough, a series of tests have been under way which herald a revolution in ship propulsion as great as the move from steam to gas turbine almost three decades ago. In this article for Navy News, the head of the Ministry of Defence Marine Gas Turbine Section, Cdr Ken McKenzie, explains how the WR21 engine is set to bring new power to the Royal Navy.



● The WR21 engine undergoing trials at the Admiralty Test House at Pyestock. Picture: Rolls-Royce Marine Power & Northrop Grumman Marine Services

cooler is used to reduce the power the machine swallows internally, while a recuperator fitted in the engine's exhaust recycles heat from the exhaust gases to reduce the amount of fuel needed.

This gives a fuel usage which is much closer to the efficient diesel engine than has been possible until now, while keeping the gas turbine's maintenance advantages. It also allows a move away from the Royal Navy's need to use cruise and boost engines. WR21 can do the job of both.

The ATH at Pyestock has been used for testing gas turbines since 1952, and is manned and operated by a mix of DERA and RN personnel. It is the only maritime engine test site in the UK (or, at present, in the USA or France) which can cope with an engine of WR21's power – up to 25 per cent more than the Olympus and almost double that of the Spey.

Eight development tests have been completed at Pyestock, progressively changing the engine from a paper design to a machine ready for production and use in a ship, and successfully showing its impressive capabilities and its thoroughbred nature.

Before development is completed at the end of next year, there will be one more test at Pyestock and a final test at a new US site in Philadelphia. To clear the engine for warships, DERA facilities will support a shock trial and a very aggressive endurance trial, simulating use of the engine for nine years of actual RN service.

After that, WR21 will be ready to play its part in the continuing revolution, introducing integrated full electric propulsion to the

■ Turn to supplement page 7.

B RITAIN'S next generation of aircraft carriers, due to enter service in 2012, will represent an advance possibly more profound than any since the concept of seaborne air power began to be translated into reality, writes Anton Hanney.

While it may seem that the future carriers will be a reversion to the flat-top giants of Britain's wartime and post-war fleets, their design and development will in many areas be a departure from anything that has gone before – a gestation firmly rooted in the 21st century.

They will, however, carry forward the lessons learned during 80 years of carrier development and operations, particularly with the Invincible class. The new carriers will be twice as large as the Invincibles with projected new technology providing more space; there will be more aircraft (up to 50) providing a much stronger punch.

That punch is intended to be enhanced further by new technology aimed at increasing the sortie rate. And 'smart procurement' procedures are being used with the aim of ensuring that each 40,000-tonne vessel will cost no more than each of the Invincibles.

Project Manager for the Future Carrier, Capt Nick Harry RN, is a marine engineer, leading a small team at the Ministry of Defence's Abbey Wood establishment near Bristol. They are laying the groundwork for the shape of things to come, and they are doing it in a new way...

Representatives of five potential, prime contractors are included in the 30-strong team. They are the companies which have designs for the Joint Strike Fighter – Lockheed Martin and Boeing – as well as British Aerospace, GEC Marine and electronics giant Thomson.

"It is an integrated team so that when we put a job out to tender we want industry to understand it," said Capt Harry. "We are creating a database of one-line requirements, so that it is very clear what we want."

The first major strategic decision will be made in about two years' time when the Future Carrier Borne Aircraft is chosen, the favoured option being a STOVL – short take-off and vertical landing – variant of the JSF.

It is only after that decision is made –

Underwing passenger pods start trials

THE ABILITY of carrier commanders to rescue pilots downed over enemy territory could be greatly increased if an experiment at Boscombe Down gets off the ground, writes Dominic Blake.

Defence Evaluation and Research Agency staff at Boscombe have been testing a pod which can be slung under the wing of a Harrier, giving it the ability to pick up passengers hundreds of miles beyond the range of helicopters.

The 'Exint' (Extraction and Insertion) pods have been conceived by aviation innovators AVPRO Ltd and built by Hunting Engineering and DERA staff at Farnborough, have been fitted successful-

ly to RAF GR7 ground attack Harriers at Boscombe in the latest trials.

Researchers are now waiting for approval for a six-month flying trial, centred on the aerodynamics of the new pod and the physiological effects that would be encountered by passengers.

But volunteers are not required yet. The first flights will be made with instrument-carrying dummies to ensure the pods are safe to carry passengers.

AVPRO spokesman Mike Ryan said: "We don't think that travelling in a pod will be any more uncomfortable than flying in a helicopter or a Hercules."

"We will be testing the stresses

involved, the heating systems, oxygen supply, the way that flexing of the Harrier's composite wings might affect a passenger, the ability of the pods to withstand bird strikes, and we will be checking for any toxic gases. In short, every conceivable aspect of occupant safety."

If successful, the pods have huge potential for use by the Armed Forces, including casualty evacuation, special forces insertion and extraction, delivery of explosive ordnance disposal teams, and rapid transport of equipment too sensitive to be dropped by parachute.

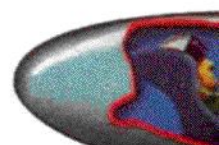
Studies are also being carried out to ensure compatibility with both Joint Strike

Fighter prototypes, Eurofighter and the Tornado, which could carry four men with 300lbs of personal equipment each.

One variation of the pod is designed to be dropped at sea, equipped with a motor to take the pods to their ultimate destination, such as a beach, oil rig or ship.

The low-cost pods can also be carried by Apache attack helicopters whose night vision capability, awesome firepower and enormous range make them ideal for combat search and rescue operations.

□ Hunting Engineering Ltd, manufacturers of the JP233 minelaying pods used in the Gulf War, are also believed to be exploring the possibility of converting them for search and rescue operations.

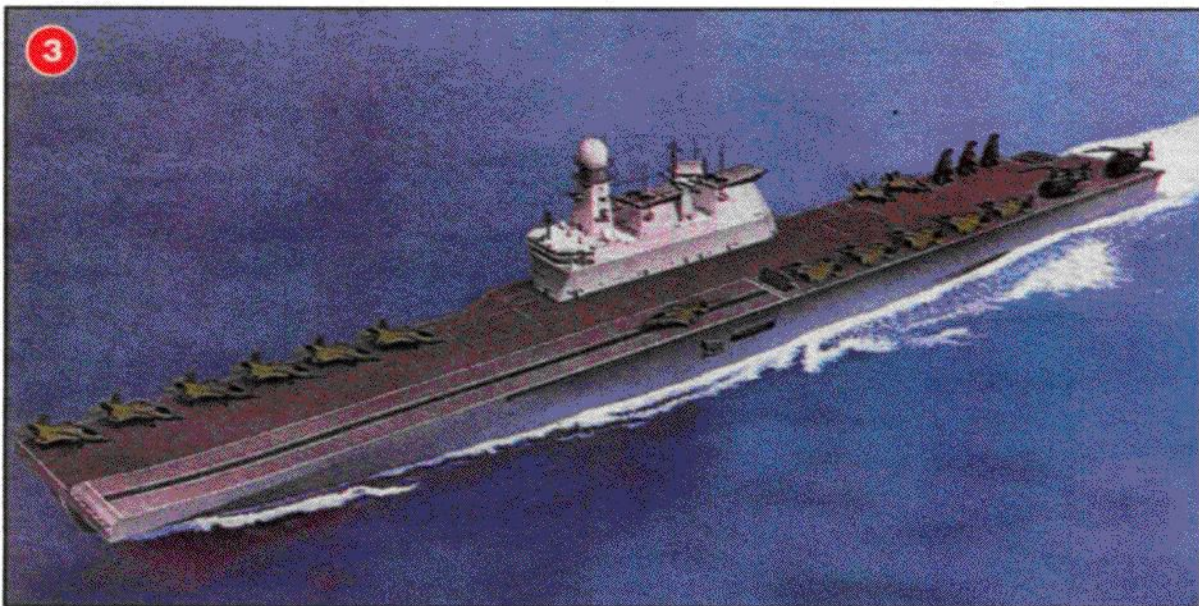


● This cutaway shows how an airman could safely escape



A SPACE ODYSSEY

Carrier design revolution in the way



which will also dictate whether the Navy's new aircraft will be STOVL, STOBAR (short take-off but arrested recovery) or catapult launched – that the shape of the new carrier will emerge.

"An investment appraisal will be carried out of all the options and by then the different aircraft designs being developed by Lockheed and Boeing will be more mature..."

"Having decided which option we're going for, we can then carry out a three-year phase of risk reduction, because there are certainly risks associated with any new technology."

A computer generated 'virtual ship' will be built – along with a virtual shipyard to

iron out the risk factor before construction begins, driving down the costs as much as possible before metal is cut.

It is envisaged that first-of-class flying trials – normally a lengthy, two-year process for a carrier – will be almost halved by the use of simulation.

"Ultimately these ships are designed around sortie generation, availability and survivability," said Capt Harry.

"One of the new systems being considered is Pitstop, employing the same sort of techniques to arm and service aircraft as is being used in Formula One motor racing."

"You can anticipate that the aircraft will

go through a station that will provide the bombs quickly instead of just putting them on deck and taking them to the aircraft; and then they'll go on to another station where they are refuelled, and so on.

"And a lesson we've learned from the Invincible class is that we won't have our lifts in the middle of the runway of the new ships. That means we will be able to strike aircraft down and raise them to the flight deck while at the same time launching and recovering."

As long as development of the revolutionary Integrated Full Electric Power (IFEP) system is successful, it is anticipated that it will be used in the new carriers, achieving economies in space, manpower and fuel.

With IFEP the gas turbines could be located in the superstructure, which would offer more hangar space – for more aircraft – as it would do away with the air uptakes and downtakes of the current system, and take up less actual propulsion space below decks.

Under those circumstances, and if catapult launchers became necessary, the absence of steam to power them would make it imperative that an alternative

power source be devised, such as the system of electro-magnetic launchers currently under study in the USA.

However, the main lesson learned from the Invincibles is that size does matter. "Recent operational analysis indicates that they are too small," said Capt Harry, "and we want to make the new hulls more maintainable so that we can achieve the same levels of readiness from two hulls as we can with three."

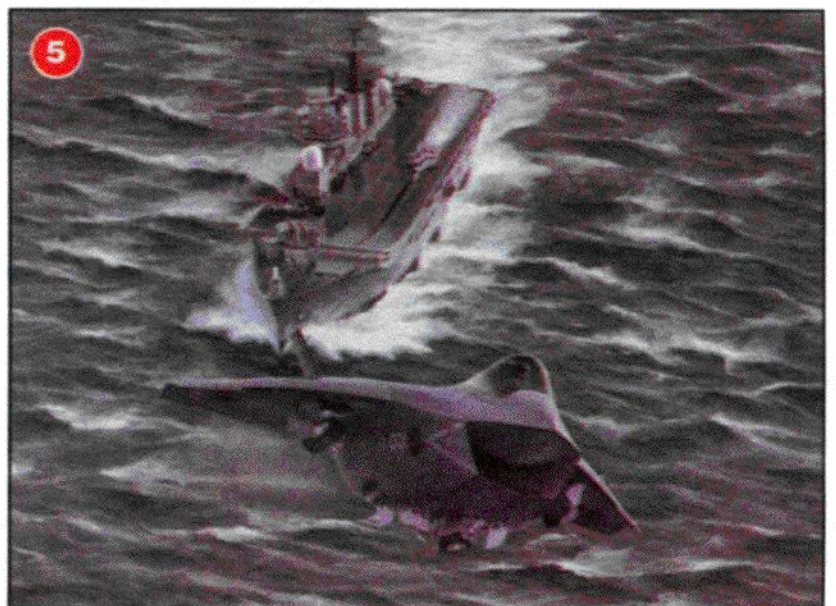
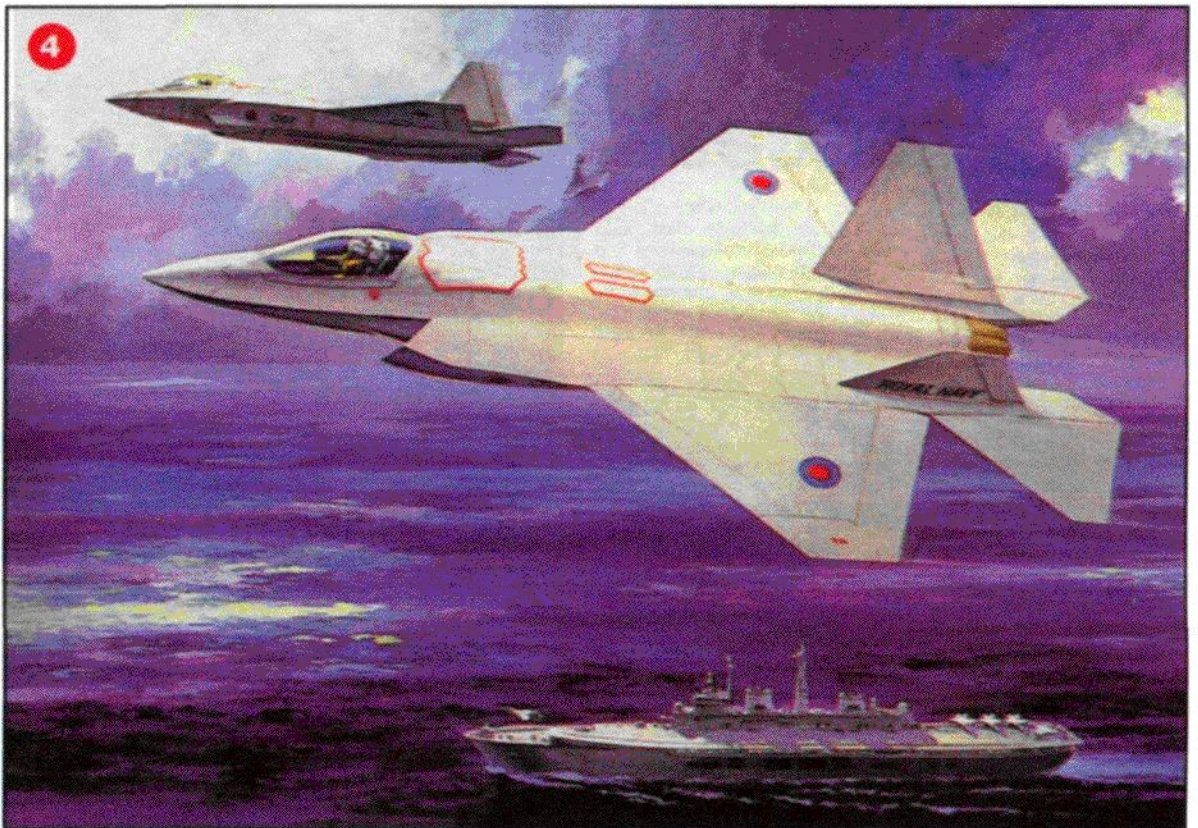
"It is planned that they will have very short refits – six months. It's a new concept of progressive upkeep. Weapons and sensors will be designed in a modular way, to be easily updated."

"If you look at the way technology is driving forwards now, everything is getting smaller and tends to be very software intensive, which means that to upgrade a piece of equipment might mean that only its module needs to be replaced."

Whatever shape emerges as a fully operational ship in 2012, 'affordability' is the new-speak word that is seen as holding the plan together. It is acknowledged by everyone involved in the project that without it, there will be no new carriers.



● Capt Nick Harry – laying the groundwork for the shape of things to come.



THE OPTIONS

1 This futuristic carrier shape has been produced by the Concepts Division of the Defence Evaluation and Research Agency. The ship has twin angled flight decks and no funnels, the engine exhaust being through the transom. The aircraft ranged on deck are Joint Strike Fighters and Westland Merlins.

2 This CTOL (conventional take-off and landing) version is based on the US-built F-18E-F aircraft, but could operate a navalised Eurofighter or French Rafale.

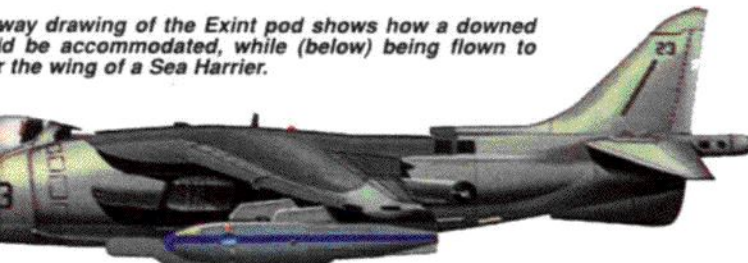
3 The VSTOL carrier, a concept built around the Anglo-US Joint Strike Fighter which is a "strong contender" among the aircraft options. Integrated Full Electric Propulsion (IFEP) would be employed, with four WR21 gas turbines mounted in the superstructure.

4 Lockheed Martin's JSF proposal. Vertical lift would be provided by a Rolls-Royce/Allison shaft-driven lift fan behind the pilot, two roll ducts and a swivelling main engine. Cool air from the lift fan would avoid hover problems associated with high temperature and high-velocity air.

5 Boeing's JSF version, also showing an Invincible-class carrier in this artist's impression. The US development programme for JSF is due to start in 2001.



Way drawing of the Exint pod shows how a downed aircraft could be accommodated, while (below) being flown to the wing of a Sea Harrier.



IN HOT WAR . . .

Britain's battling carriers a design success

■ From supplement page 2

the Royal Navy, but this did not suit the Controller, Admiral Sir Reginald Henderson, who demanded armoured carriers.

He was the most experienced carrier admiral in the Royal Navy, having served as the first Rear Admiral Aircraft Carriers, in *Furious* in 1931, and was particularly concerned that new ships should be able to stand up to attacks by land based bombers in the North Sea and Mediterranean.

In the *Illustrious*-class fleet carriers he got them. Previous carrier designs had incorporated armour on the waterline; *Illustrious* had a hangar built as an armoured box to protect the aircraft in it, with an armoured flight deck above it. Both were intended to defeat 500lb bombs or 6in. shell fire.

None of the *Illustrious* group were sunk by enemy action in World War II, although all were attacked with bombs, torpedoes and kamikaze aircraft.

While this was to their credit, it has to be said, on the other hand, that they were complicated and expensive ships to build with their medium-range guns, fire control systems and high performance machinery. After the war only one of the six – *HMS Victorious* – was modernised, despite extensive planning for the rest, due to the prohibitive cost of reconstruction.

Wartime design was pragmatic. The recommendation of the Future Building Committee that aircraft embarked in carriers should form the backbone of the Fleet, led to the 1942 light fleet carrier programme, arguably one of the most successful British warship designs.

Sixteen of these ships and eight of the later 1943 design were laid down and 15 of the former and four of the latter completed. Armour, medium-calibre guns and their fire control equipment were all omitted to save cost and cut the time needed for construction, although an extensive radar outfit was retained.

Machinery was similar to that fitted in the War Emergency destroyers giving adequate speed. Mercantile construction techniques were used to further save time and cost and to use shipyards that were not normally employed to build warships.

Work also continued on fleet carrier design during the war and four modified *Implacables* were laid down, two of which emerged post-war as *Eagle* and *Ark Royal*.

Considerable effort went into the larger projected *Malta* class, which were to rely heavily on

American influence. Similar in size to the USN *Midway* class, they would have had an armoured hull but an open hangar which would have allowed aircraft engines to be run in it; the flight deck would have been thinly armoured with two centreline and two deck edge lifts.

The *Malta* class would have carried 100 aircraft, about 80 of which could have been launched in a single 'deck load' strike. Three were ordered, but only *Malta* herself was laid down – and she was not completed due to post-war economies.

The severe wartime shortage of flight decks was overcome by the commissioning of escort carriers. Some of these were converted from merchant ships in the United Kingdom, and Lend Lease arrangements allowed others to be loaned to the Royal Navy by the USN.

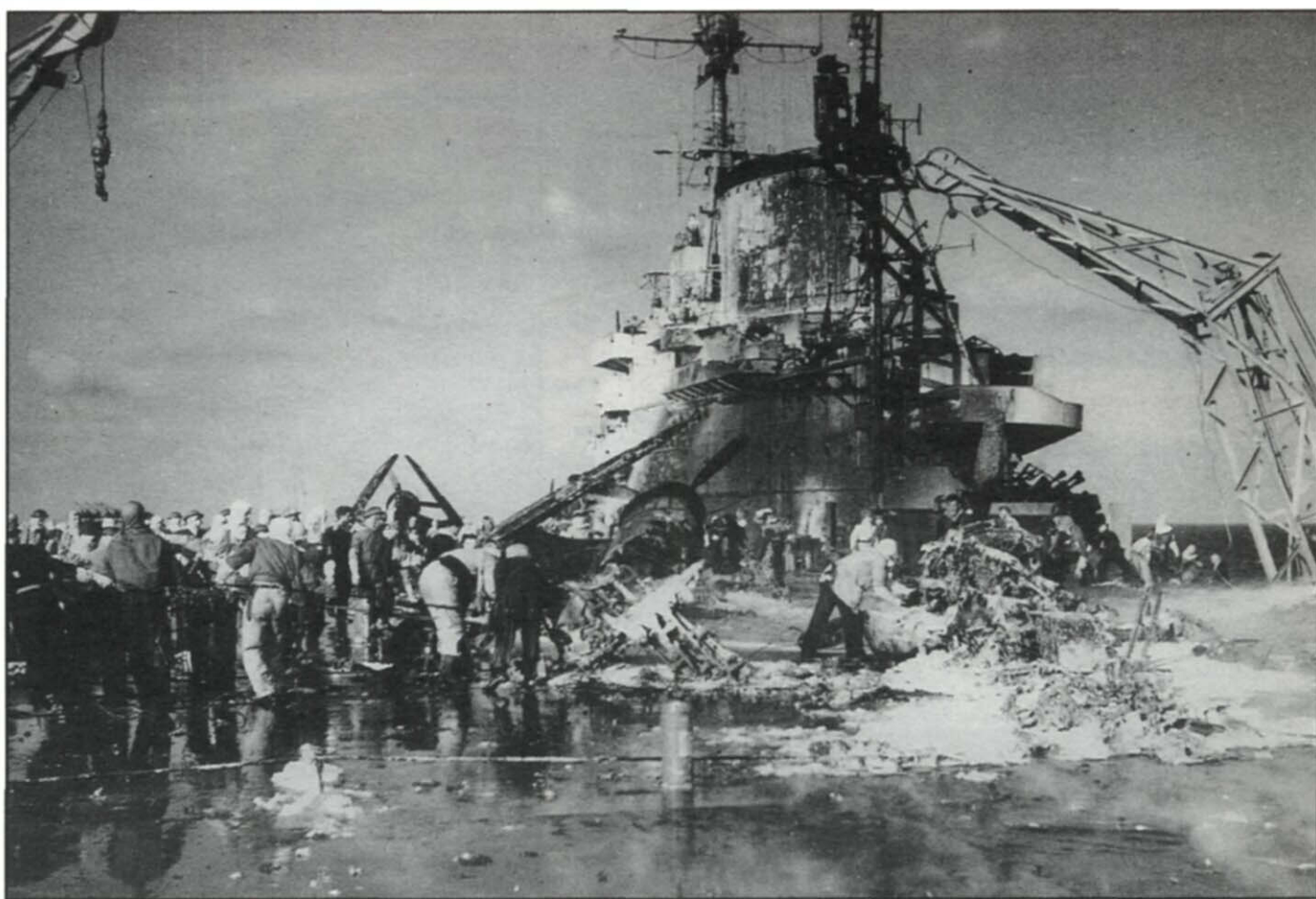
The British ships started with the austere *Audacity* and ended with sophisticated vessels such as *Pretoria Castle* and *Campania*. The US-supplied ships included mercantile conversions such as *Avenger* and progressed to ships of the *Ruler* class, built as warships but based on a mercantile hull design.

All of these had hangar decks that curved, following the original hull lines, and this made aircraft difficult to move. Later US classes, not lent to the Royal Navy, cured this shortcoming. The shortage of fleet carriers in the Royal Navy led to a number of these ships fulfilling fleet tasks throughout the world at which, it has to be said, they were successful but to the detriment of their intended escort role.

In the harsh post-war economic climate, the Royal Navy was unable to complete the majority of the large carriers under construction or ordered and was forced to make the best use it could of those it had.

The 1942 light fleet carriers proved to be ideal for a wide variety of operations, being capable of operating a sizeable air group while being relatively cheap to run. Australia, Canada and India took advantage of this and bought incomplete *Majestic*-class hulls for completion to their own requirements to create carrier task groups of their own.

Faced with the need to operate larger and more sophisticated jet aircraft in the 1950s, the Royal Navy developed the angled deck, steam catapult and mirror/projector landing aids; concepts subsequently adopted by the world's



● The results of a kamikaze attack on an aircraft carrier of the British Pacific Fleet. The armoured flight decks of the *Illustrious* class protected them from serious damage, usually allowing them to return to action within hours.

navies. The light fleet carriers, with the exception of *Warrior*, were not modernised and were broken up from the late 1950s, some with little more than ten years service.

The carrier designed to replace the remaining war-designed ships in service was CVA 01, the result of more than ten years work which had led to many new and innovative ideas. Had she been constructed, she would have been named *Queen Elizabeth*, perpetuating a tradition of naming major warships after the reigning sovereign.

Her cancellation in 1966 and the premature withdrawal by 1978 of the remaining conventional carriers had a devastating effect on the ability of the Royal Navy to project power and left a gap that will be unfilled until the new generation of carriers is in service.

The present *Invincible* class grew out of an escort cruiser design, originally intended to complement a battle group centred on a *Queen Elizabeth*-class carrier. While the design has proved more flexible than the original writers of the specification have a right to expect, it suffers from a lack of focus, trying as it does to combine the roles of cruiser, destroyer and light carrier.

■ Cdr David Hobbs MBE, RN (ret'd) is Deputy Director and Curator of the Fleet Air Arm Museum. He is author of *Aircraft Carriers of the Royal and Commonwealth Navies*.



● The escort carrier *HMS Chaser*, photographed from an aircraft that has just been launched from her flight deck. Like many ships of her type – known affectionately as *Woolworth Carriers* – she was converted from a merchant hull and intended to fulfil a convoy escort role. But the shortage of fleet carriers meant that sometimes escorts were called upon to undertake more general tasks.



● Light fleet carriers . . . Unarmoured and smaller than the ships of the *Illustrious* class, they were nevertheless simpler and more economic. Beginning in 1942, 19 were completed, many remaining in RN service into the 1950s. These post-war pictures show (above) *HMS Glory* with a *Colony*-class cruiser and *HMS Ocean*, the first Royal Navy ship to land-on a jet aircraft.



AND COLD WAR



● Carrier innovations: The angled flight deck is shown clearly in this picture (left) of HMS Victorious in Subic Bay. She was the only wartime fleet carrier of the Illustrious group to be modernised for the jet-equipped Navy, continuing in service until 1969. With the introduction of the helicopter as a troop-carrying vehicle, several other carriers had no need of an angled deck as they were converted to Commando-carrying, such as HMS Bulwark (centre), pictured in 1980. The steam catapult, shown on board HMS Eagle (right) was essential for launching jets. The picture was taken in 1970, nine years before she decommissioned.

FULL CIRCLE . . .

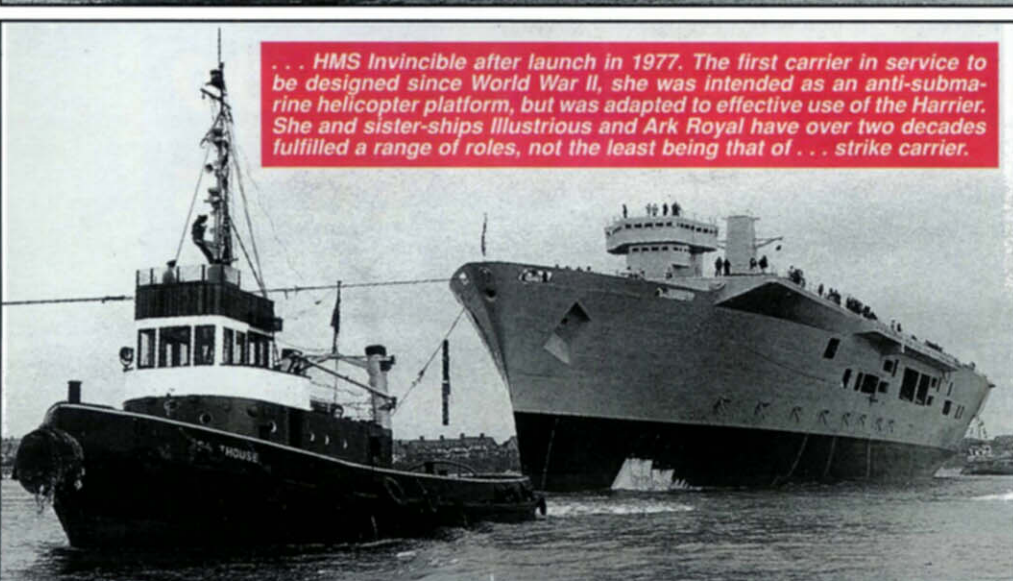
. . . HMS Ark Royal, Britain's last conventional strike carrier. She and HMS Eagle, were the largest vessels of their type to be built for the Royal Navy. She paid off in 1980, the last casualty of Britain's 1960s decision to disperse with strike carriers.



. . . HMS Hermes, converted as a Commando carrier, was refitted with a ski-ramp just in time to become one of only two British aircraft carriers available for the Falklands War. The lesson that Britain's Fleet did need carriers had become very pointed. She was the last of the wartime carrier designs to serve in the Royal Navy, and was sold to India as the Viraat in 1986.



. . . HMS Invincible after launch in 1977. The first carrier in service to be designed since World War II, she was intended as an anti-submarine helicopter platform, but was adapted to effective use of the Harrier. She and sister-ships Illustrious and Ark Royal have over two decades fulfilled a range of roles, not the least being that of . . . strike carrier.



Electrifying advance in ship propulsion

■ From supplement page 4

marine environment. The Ministry of Defence's 'electric ship' programme aims to make advanced electric propulsion available for the Future Escort and Future Carrier programmes. To that end technology demonstration programmes are under way or about to start to ensure that smaller, more powerful motors are available, that the electronics are able to support them, and that smaller gas turbines driving generators are ready to provide the power they need.

The step from mechanical drive using gearboxes and long propeller shafts to electric motors connected to their gas-turbine driven generators only by electric cables is as great a change in RN marine engineering as was that from steam to gas turbine in the 1970s.

It will give tremendous flexibility to the ship design-

er as to where he sites his machinery spaces – for instance, on the upper deck in a carrier island – and lets us look at technologies such as the 'podded drives' now being used to power cruise liners where the driving motor is outside the ship in a pod under the stern, directly driving the propeller.

As importantly, it allows significant reductions in running costs and thus has the potential to allow very large savings to the defence budget in years to come.

Technically, the WR21 programme is progressing well and is on track to be ready for all the RN ships which can benefit from using it. Most encouragingly, it also has export potential. Its progress is being followed with considerable interest internationally by a range of navies, and is likely to find favour from a number of them for their future ship designs.

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